

Transforming Tysons

**Tysons Corner Urban Center
Areawide and District Recommendations
DRAFT Plan Amendment**

Markup Version With Changes from Previous Draft



Prepared for the
Planning Commission's
Tysons Corner Committee

Fairfax County
Department of Planning and Zoning
Department of Transportation

January 15, 2010



County of Fairfax, Virginia

MEMORANDUM

DATE: January 14, 2010

TO: Tysons Committee of the
Fairfax County Planning Commission

FROM: James P. Zook, Director
Department of Planning and Zoning

SUBJECT: Transmittal of draft Tysons Corner Urban Center Plan Amendment
(Staff's third draft of Tysons Plan Text)

In September 2009, the second "Straw Man" draft of Plan text was provided by staff to the Tysons Committee of the Fairfax County Planning Commission. This document was staff's second draft of Areawide and District level Comprehensive Plan text for the Tysons Corner Urban Center, which utilized and expanded upon the Tysons Land Use Task Force recommendation document that was presented to the Board of Supervisors in September 2008.

Between October 2008 and December 2009, the Planning Commission's Tysons Committee held meetings to consider presentations on many issue areas as well as findings of additional analyses. Also, at these meetings, the Tysons Land Use Task Force's Draft Review Committee (DRC) presented their recommended changes to this draft plan. Finally, during 2009 staff worked with the Georgelas Group on a demonstration project proposed for the Tysons West station. This helped develop understanding as to how the draft plan might be implemented through the development review process.

The latest draft Plan Amendment, as prepared by staff, has benefited greatly from the additional analyses and discussions with the Tysons Committee, the DRC, the Demonstration Project Team, and others. This document provides revisions in "track changes" to assist the Committee in identifying the changes to the previous draft "Straw Man II." A copy of the draft Plan Amendment (with and without track changes) can be downloaded from the web at www.fairfaxcounty.gov/tysons.

This document provides text boxes identifying where we believe the DRC may have substantive differences with the recommendations in this draft Plan text. In addition, there are staff notes and comments which provide background and comparison information.

The most significant difference noted in this document between staff and the DRC recommendations is TOD District intensity and the resulting development potential. Other differences noted are the minimum acreage for consolidation and the maximum building heights in some locations.

In summary, the attached document represents a significant step in translating the work of the Planning Commission's Tysons Committee into Plan text. Development of this document into a proposed Plan Amendment will be further informed by discussions of the Planning Commission Committee beginning January 20, with citizen comments provided on January 27 and February 11, 2010. It is anticipated that the Planning Commission will hold a workshop on the Advertised Plan Amendment document on March 11 and a public hearing on March 24. Markup of the Plan Amendment by the Planning Commission is expected to occur during late April and May.

Many individuals have participated during the past five years in developing the new vision for Tysons, and many have provided thoughts and recommendations to be included in the draft plan. We appreciate the efforts that have been put forth to date by so many individuals who are dedicated to transforming Tysons into a place worthy of the aspirations of present and future generations. We look forward to working with the Planning Commission Committee to move this most significant endeavor toward adoption of a new Plan for Tysons.

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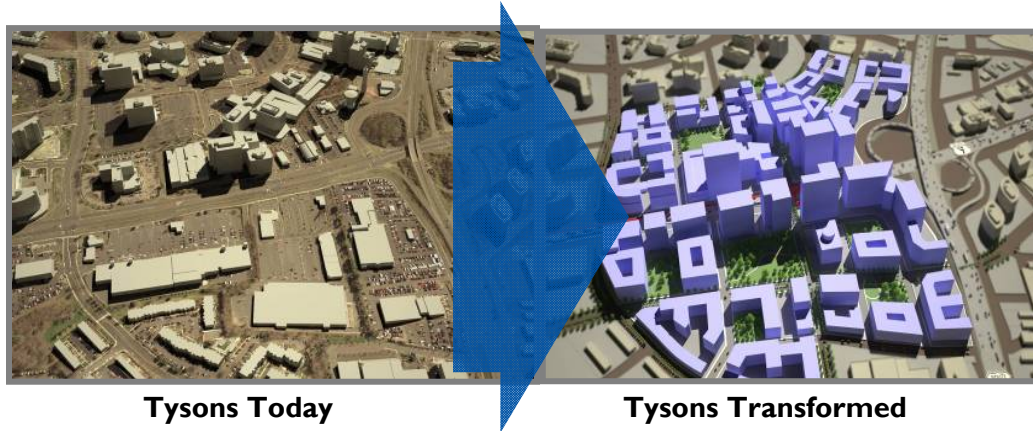
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Tysons Today

Tysons Transformed

I: INTRODUCTION

In the 1950s, Tysons was a rural area of Fairfax County, marked by the crossroads of Routes 7 and 123 and a general store. In the 1960s, the Tysons Corner Center, a large regional mall, was opened, beginning the area's transformation into a major commercial center. Later Tysons attracted a second regional mall, the Galleria at Tysons II, and the County's largest concentration of hotel rooms, including those at the Ritz Carlton and the Sheraton Premiere. Tysons has also become home to several Fortune 500 headquarters and many other prominent national firms, and in 2009 had around one-quarter of all of the office space in Fairfax County.

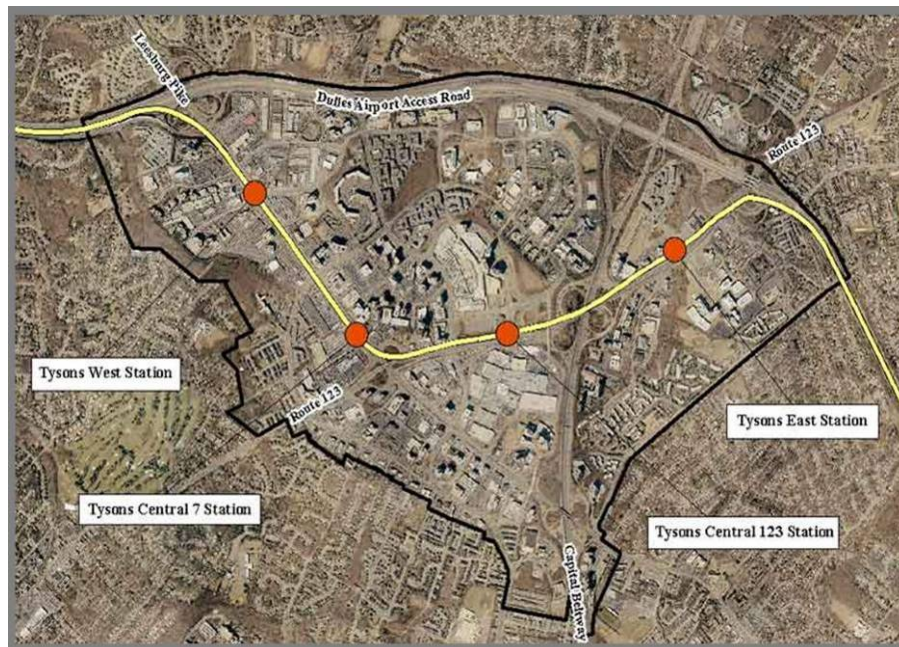
The construction of the Capital Beltway and the Dulles Airport Access Road in the 1960s improved Tysons' access to highway and air transportation. This made Tysons one of the region's most strategic locations for capturing suburban office and retail development. The subsequent transformation of Tysons was part of a nationwide phenomenon that shifted many traditional business functions from downtowns to the suburbs. Tysons was at the forefront of this trend, and, in fact, was identified as the archetypical "Edge City" by Joel Garreau in his 1991 book of the same name.

Tysons, with its large concentration of office and retail development, is well positioned to take advantage of the coming of Metrorail's Silver Line. This line will run from the East Falls Church station and ultimately extend beyond the Washington Dulles International Airport into Loudoun County. Four Metro stations are planned to open in the Tysons Corner Urban Center by 2014: Tysons East, Tysons Central 123, Tysons Central 7, and Tysons West. The arrival of Metrorail service provides an opportunity to transform Tysons yet again, from an "edge city" into a true urban downtown for Fairfax County. The remade Tysons should provide a better balance of

housing and jobs, a transportation system that includes facilities for pedestrians, bicyclists and motorists, and a green network that links existing stream valley parks with open space and urban parks located throughout the area.

Map 1 shows the boundaries of the Tysons Corner urban center, and the locations of the four future Metrorail stations.

Map 1
Tysons Corner Urban Center and
Four Proposed Metrorail Stations



LOCATION AND BOUNDARY

Tysons is a 1,700 acre area located in northeastern Fairfax County, about halfway between downtown Washington, D.C. and Dulles International Airport. It is located at the confluence of Interstate 495 (the Capital Beltway) with the Dulles Airport Access and Toll Roads, Route 7 and Route 123.

Tysons is roughly triangular in shape and contains the highest natural elevations in Fairfax County. It is bounded on the southeastern side by Magarity Road and on the southwestern side generally by the limit of commercial development along Gallows and Old Courthouse Roads and the natural areas of Old Courthouse Stream Branch. The residential areas on the western side of Gosnell Road flanking Old Courthouse Road are

also part of the Tysons Corner area. The Dulles Airport Access and Toll Roads form the northern boundary of Tysons.

The residential communities surrounding Tysons, which include McLean, Vienna and Falls Church, help to make Tysons a good business location. These communities provide a wide range of housing types and a relatively large supply of housing near Tysons' employers. The communities surrounding Tysons also have many outstanding features, such as excellent public schools and one of the best educated and highly trained labor pools in the nation.

PLANNING HISTORY

As Tysons grew in the 1960s and early 1970s, its evolution as a dynamic and complex business center required restudy by County planners every few years. In August of 1975, the Board of Supervisors adopted the Area II portion of the Comprehensive Plan, which established the Tysons Corner Complex Area as "... a special study area requiring continual monitoring and restudy" In September of 1975, the Board commissioned a special study and created a broad-based task force with representation from large and small businesses in the area, landowners of major undeveloped tracts, and residents of the area, as well as citizen leaders from the surrounding McLean and Vienna communities. As a result of this study, a revised Comprehensive Plan was adopted in June of 1978. The detailed land use recommendations that were provided by this amendment were the primary guide for land use and zoning decisions through 1993.

After 1978, the Tysons plan was amended by means of the Area Plan Review or Out-of-Turn Plan Amendment processes. The most significant change was the addition of building height guidelines as a result of the 1984 Tysons Corner Height Study. These guidelines established maximum building heights to be considered during the zoning process, along with building mass, architectural interest and other features, in order to achieve the Plan's urban design objectives.

Between 1989 and 1991, the County's Comprehensive Plan underwent a major review known as the Fairfax Planning Horizons process. The first phase of Fairfax Planning Horizons resulted in the creation of the Policy Plan, which was adopted by the Board of Supervisors in August of 1990. At the same time, the Board adopted The Concept for Future Development and Land Classification System as a guide for the second phase of the Planning Horizons process, the update of the Area Plans. The Concept for Future Development designated Tysons Corner as the County's Urban Center, and set forth a need for a Tysons Corner special study to identify amendments to the Comprehensive Plan that would guide the area's evolution to a more urban and pedestrian-oriented environment.

In 1990 the Board authorized a study of the Tysons Corner Urban Center and appointed a 24-member task force to work with staff on this planning effort. This task

force included representatives of local businesses, developers and civic associations. The resulting Plan Amendment, as adopted by the Board in 1994, incorporated concerns of the community, applicable countywide goals, and the overall objective to develop Tysons as the “downtown” of Fairfax County. A key feature of the 1994 Plan was the location of three Metrorail stations at Tysons. These stations were expected to serve as the catalyst to transform the area from a suburban to an urban area.

Over the next ten years, county, regional, state and national officials worked to ensure that Metrorail through Tysons would become a reality. The final Environmental Impact Statement (EIS) for this project identified four transit stations in Tysons, versus the three stations in the 1994 Plan. As a result of the greater certainty of Metrorail’s alignment and station locations, in 2004 twenty proposals for redevelopment in Tysons were submitted under the county’s Area Plan Review (APR) process. Since the Comprehensive Plan had not been revised to account for the specific locations of the four stations, the Planning Commission deferred all rail-related APR nominations to be reviewed in a Special Study of the Tysons Corner Urban Center.

TYSONS LAND USE TASK FORCE

In May 2005 the Board established the Tysons Land Use Task Force and described its mission to update the 1994 Plan as follows:

1. Promote more mixed use;
2. Better facilitate transit-oriented development (TOD);
3. Enhance pedestrian connections throughout Tysons;
4. Increase the residential component of the density mix;
5. Improve the functionality of Tysons; and
6. Provide for amenities and aesthetics in Tysons, such as public spaces, public art, parks, etc.

The members of the Task Force represented a wide range of community interests and perspectives. Between 2005 and 2008 the Task Force studied the issues and conditions in Tysons and looked at examples of how transit- oriented communities have been designed and implemented elsewhere in the U.S. The Task Force also formed six committees that met regularly, interacted with County staff and relevant experts, and provided detailed recommendations for Task Force review. Committee topics included transportation, affordable and workforce housing, implementation, livability and walkability, landowner coalitions, and communication.

The Board also directed the Task Force to engage in extensive public outreach to involve and incorporate the views and concerns of surrounding communities, citizen groups, smart growth advocates, businesses, employees, environmentalists and other special interests, in addition to landowners and developers. The full Task Force held over 60 public meetings in addition to the meetings of its subcommittees. Another 45 public

meetings and workshops were held and attended by over 2,000 stakeholders. In addition, public input was obtained through the County's Tysons website. The input received from the public outreach initiatives helped to shape the Task Force's recommendations. The recommendations and vision to transform Tysons were presented to the Board of Supervisors in September, 2008.

The Board accepted the Task Force's Areawide Recommendations report and referred it to the Planning Commission and staff for the development of detailed Comprehensive Plan text. The Board directed that, in addition to the Task Force Recommendations, the Plan text be guided by the population and employment forecasts for Tysons developed by George Mason University's Center for Regional Analysis, and the transportation and public facility impact studies conducted in 2008 and 2009.

~~In 2008 and 2009, additional technical analysis of public facility needs, transportation needs and fiscal impacts were completed by staff and consultants.~~ Utilizing these analyses, as well as a fiscal impact analysis also requested by the Board, staff worked with the Planning Commission's Tysons Committee and the Tysons Land Use Task Force's Draft Review Committee to formulate the Plan Amendment, ST05-CW-1CP, which was adopted by the Board of Supervisors on (date to be inserted).



2:VISION FOR TYSONS

Imagine the future Tysons as a different, better place than today. Clusters of high density buildings surround the four Metrorail stations, and tree-lined streets connect neighborhoods. This vision for Tysons is not just about tall buildings. It is about creating a place in which people are engaged in their surroundings and a place where people want to be. Imagine seeing people at sidewalk cafes, walking or jogging down tree-lined boulevards, enjoying public art and outdoor performances, and playing in the parks. ~~By the end of the 2050 planning horizon~~ Over the long term the vision calls for:

- 75% of all development to be located within an easy walk (1/2 mile) of Metro;
- An urban center that could include 200,000 jobs and 100,000 residents;
- A jobs/housing balance of approximately 4.0 jobs per household;
- A sustainable Tysons with restored streams, a green network of public parks, open spaces and trails, and green buildings; and
- A redesigned transportation system with circulator routes, community shuttles, feeder bus service, and vastly improved pedestrian and bicycle routes and connections.

GUIDING PLANNING PRINCIPLES

The vision for Tysons is grounded in the following Guiding Planning Principles.

1. Move Tysons forward within its existing boundaries as the employment and commercial economic engine of the region and an expanding contributor to the tax base of Fairfax County.
2. Retain compatible transitions at the edges to adjacent neighborhoods through a combination of use, intensity, scale and/or building heights.
3. Transform Tysons from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, a wide range of ideas, opportunities, and activities, the quality of buildings, aesthetics, and open spaces, and connections and accessibility for all.
4. Reduce the time, cost, and inconvenience of accessing and moving within Tysons by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections, and standard principles of trip reduction.
5. Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons to somewhere else and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.
6. Attract mixed-use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons, including increased housing supply, choices, and price points, service opportunities, and office space.
7. Engage people, communities, institutions, and the private sector with government to include in Tysons the distinctive architecture, civic focal points, cultural and educational institutions, places of worship, medical facilities, entertainment and recreation, libraries, and public safety facilities that mark environmentally sound, safe and inclusive urban communities.
8. Respect the unique natural features and topography of Tysons in all plans, expand useable and publicly accessible open space and improve the existing natural environment.

THE FRAMEWORK TO TRANSFORM TYSONS

The guiding principles provide a framework for the future of Tysons – one that envisions a highly livable place for residents, employees and visitors. The framework includes six elements that are essential to future development. While the exact details of each element will evolve over time, none can be ignored and all must be in place and working together for the vision to be realized. The six elements of the framework are described below.

1. Creating a people-focused urban setting. The Tysons of tomorrow will be a place for people. A people-focused urban setting will be created by providing mixed-use, transit-oriented neighborhoods that promote pedestrian, bike, and transit use. The new transportation and land use concept for Tysons creates a people-focused urban setting by:

- Encouraging Transit-Oriented Development (TOD)
- Improving the Jobs/Housing Balance
- Providing Diverse and Affordable Housing
- Creating Defined Neighborhoods
- Protecting the Edges
- Incorporating Community Benefits
- Creating Excellence in the Public Realm

2. Redesigning the transportation network with a strong focus on transit. The creation of a multi-modal transportation system within Tysons will provide diverse and accessible transportation choices. The choices will encourage people to walk, bike or take transit to destinations within Tysons. Ultimately, Tysons could be a place where owning a car may be unnecessary and certainly not essential. The transportation network should:

- Encourage Mobility within Tysons
- Establish and Construct a Grid of Streets
- Create a System of Circulators
- Promote Regional Connectivity

3. Placing a strong focus on the environment. The plan to transform Tysons recognizes the long-term value and importance of protecting and enhancing the environment; this can be achieved through such goals as reducing greenhouse gas emissions, restoring streams, encouraging sustainable development, and promoting the efficient use and conservation of resources. Some key features of environmental stewardship are:

- Low Impact Development Techniques to Control Stormwater
- Supporting the Creation of Environmentally Sustainable Buildings
- Creating a Network of Parks, Open Spaces and Trails
- Conservation of Resources such as energy and water

4. Developing a vibrant civic infrastructure. The transformed Tysons will include facilities and programs for arts and culture, recreation and education. These will be part of the essential fabric of a livable Tysons, and should be included in the initial planning for new development. Such facilities and programs should:

- Build upon Educational Excellence
- Provide Urban Recreation Facilities within Tysons

- Meet the Community's Needs for Cultural and Arts Facilities
- Provide Public Art for Public Places

5. Enhancing Tysons as the County's major employment center and regional economic engine. Fairfax County is the heart of the Washington area technology sector and Tysons is its economic and employment center. Further, Tysons is one of the nation's largest employment and retail centers. The transformed Tysons is expected to continue to generate significant increases in revenues to the county from real estate taxes, sales taxes and business licenses. The County should continue to capitalize on Tysons' growth as a regional economic engine.

6. Creating an implementation strategy that provides the flexibility, accountability, and resources necessary to achieve the vision, including the creation of an entity with oversight and review authority to focus on implementing the vision for Tysons. A strong implementation strategy will make the vision of a transformed Tysons a reality. The implementation strategy should specify an approach that guides and coordinates individual projects with the phasing of urban infrastructure and community benefits that are necessary to achieve the overall vision. The balancing of opportunities for development with needs for appropriate infrastructure will provide certainty for landowners as well as county residents that the vision will be implemented as desired. ~~The implementation entity will be responsible for monitoring and evaluating growth within Tysons.~~ The implementation strategy should include:

- Detailed planning that links infrastructure provision with development
- Creation of an implementation entity
- Establishment of a funding strategy for public infrastructure
- Revision of the regulatory framework
- Formation of public-private partnerships

ACHIEVING THE VISION

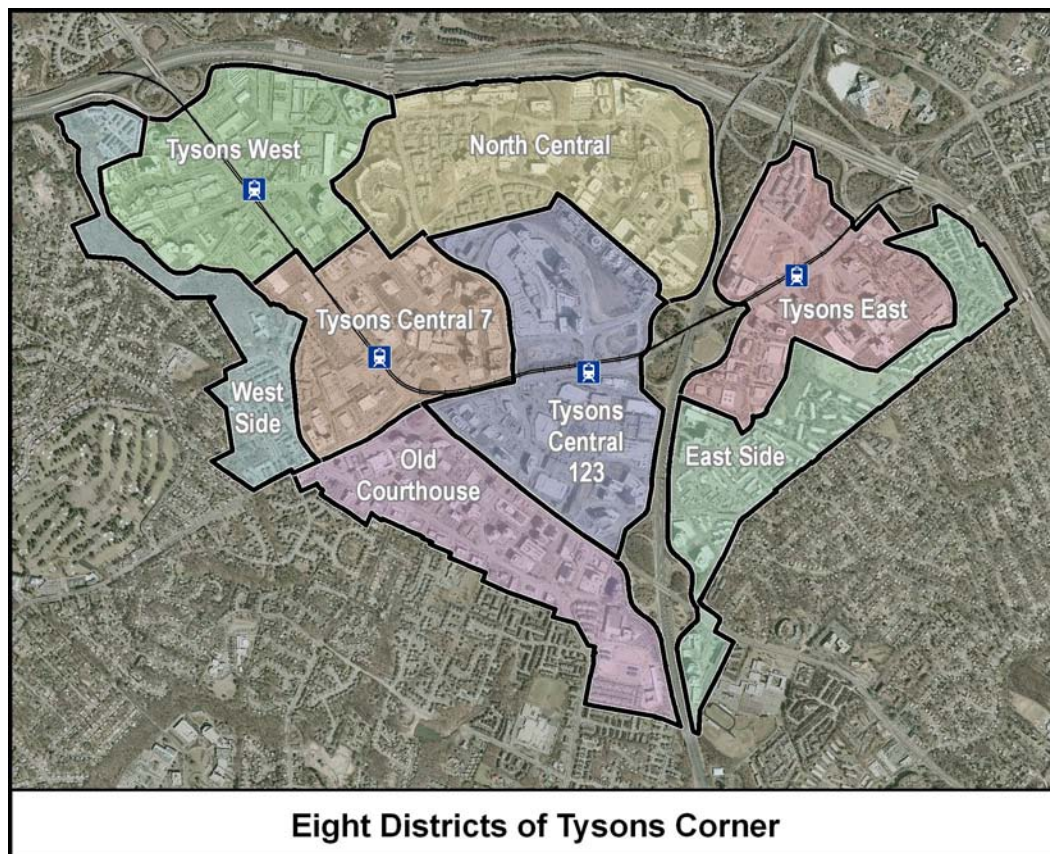
The vision of the future Tysons is one of greater density, a synergistic mix of uses, more pedestrian and transit friendly, and sustainable in design and function. This new Tysons will be highly attractive with residential communities where people will want to live, raise families, and retire. Tysons will be an active 24-hour place, providing a variety of residential, office, retail, civic and entertainment uses that will attract tourists and other visitors. Pedestrian-friendly connections and frequent transit service will enable people to move easily within Tysons or to other portions of the region on Metrorail's Silver Line. High quality parks and open space will give people a variety of places to gather and socialize.

The auto-oriented streets of Route 7 and Route 123 will be transformed to tree-lined boulevards designed to calm traffic through the most urban parts of Tysons while

still moving traffic. People will be able to walk or bike safely within Tysons to nearby businesses. Circulator routes will provide frequent transit access to almost all areas within Tysons. These elements will constitute a new and forceful example of how to realize automobile trip reduction.

This transformed Tysons will be organized around eight districts, each with a mix of land uses. The transit-oriented developments (TODs) around the four Metrorail stations will resemble intense and busy downtowns. The four Non-TOD Districts will include lively neighborhoods leading to the edges of Tysons. Closer to the neighborhoods outside of Tysons, the pattern of development will carefully transition down to a scale and use that respects the adjacent communities. Map 2 below shows the boundaries of the eight districts at Tysons.

Map 2
Tysons Corner Urban Center
Eight Districts



DISTRICTS WITHIN TYSONS

The vision identifies eight districts at Tysons, each with a different mix of land uses and intensities. Within these districts there will be places, to work, to live, to shop, and to play. Collectively, the districts of the transformed Tysons will work together to create an urban center or downtown for Fairfax County. All of the districts within Tysons will be equally important to its overall success.

Each TOD and Non-TOD District will have a different character, as described briefly below. People who live and work in Tysons will use all of these places, and each district will be connected to the others. Boundaries between the districts will be blurred as people move seamlessly from one place to the next. The connectedness and uniqueness of each place will be mutually supportive, creating a 24-hour urban center of great vitality.

TOD Districts

Each of the four station areas is considered a TOD District, and is described briefly below.

Tysons West: Tysons West should be a signature gateway to the urban center. Streets leading to and from the Metro station are expected to redevelop with retail uses, drawing people off Metrorail and into the neighborhoods. In addition, Tysons West is an optimal location for an arts and entertainment district, including restaurants and entertainment options that stay open after the workday ends.

Tysons Central 7: Tysons Central 7 District has two subdistricts, separated by Route 7. The North Subdistrict is oriented towards Greensboro Drive and is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The South Subdistrict is oriented towards Route 7 and is envisioned as a civic center with a mix of public, residential and commercial uses.

Tysons Central 123: Tysons Central 123 will remain the region's signature shopping destination. Redevelopment is expected to add street-front, ground floor retail and entertainment, and high-rise residential buildings. In addition, high-rise hotel and conference facilities will provide services to local residents and will be a short walk from the office concentration in the Tysons Central 7 District.

Tysons East: Tysons East serves as a signature gateway for those entering the urban center from the east. The defining focus of Tysons East will be Scotts Run, which is envisioned to transform into a great urban park surrounded by mixed-use development, including office, residential, hotel, support retail and service uses. In addition, the area could include institutional and public uses, such as educational and recreational facilities.

Non-TOD Districts

The four Non-TOD Districts are generally located between TOD Districts and the edges of Tysons that are adjacent to surrounding residential communities. Each is described briefly below.

West Side: The West Side District is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch stream valley park as a key feature. Because of its location on the edge of the urban center, this district serves as a transition from planned high intensity mixed-use in the Tysons West and Tysons Central 7 TOD Districts to the single family neighborhoods just outside of Tysons.

Old Courthouse: The Old Courthouse District will have smaller scale office buildings and residential developments than TOD Districts and will serve as a transition area between the Tysons Central 123 District and the neighboring communities. With additional infill and redevelopment, portions of this district will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or stores after work.

North Central: The land use pattern in the North Central District will allow for a transition between Tysons Central 123 and communities north of Tysons. Office uses would be mostly located adjacent to the Dulles Access Road, while residential land uses could be the focus around the proposed circulator route. Future development along this route could result in vibrant, mixed-use residential neighborhoods, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network.

East Side: The East Side District serves as a transition area between higher intensity TOD Districts and the adjacent Pimmit Hills neighborhood abutting Tysons. Portions of this district will redevelop into urban residential neighborhoods, including limited retail and office uses serving the local residential population and providing Tysons with some live-work opportunities.



3: IMPLEMENTATION

The new vision seeks to transform Tysons from a suburban “edge city” into a truly urban place – the new downtown of Fairfax County. Implementation of the vision will result in significant changes in who lives and works in Tysons, and how day-to-day needs get accomplished while enhancing the quality of life. It will provide a unique opportunity to make Tysons a better place to live, work and play.

The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces. The new Tysons will create a living environment less dependent on the automobile. Green architecture and site design will encourage great places and lessen the impact of development on the environment. Density will be highest near Metro to support a more intense mix of housing, shopping, and employment. New types of housing will be designed to meet the needs of smaller households and people on fixed incomes. Streets will be transformed by implementing design standards that encourage walking, biking, and transit, in balance with the single-occupancy automobile. Parks and open space will be enlarged and restored. The needs of the greater community, the public sector and the private business sector will be balanced within Tysons in an open and transparent process to deliver the vision.

Transforming Tysons will necessitate a departure from past approaches to planning and implementation. Identifying the vision will not be enough. The true measure of the vision will be what happens in the next step - implementation.

IMPLEMENTATION STRATEGY

Transforming Tysons will require an implementation strategy equal to the challenge, and a strong will to see it through. Central to the strategy will be building and assembling the tools and the partnerships necessary to achieving the vision for a transformed Tysons. It will be an evolving strategy that will be refined and completed over many years.

Priorities and responsibilities for implementation are outlined in this chapter. Successful implementation will require: commitment to the vision and Guiding Planning Principles; committed leadership; dedicated professional staff at the County and other agencies; loyal, hard-working citizen participants; and a private sector willing to work together to seize new opportunities and utilize new development and building techniques. Implementation of the Plan will be the most complex component of Tysons' future. The process must be transparent, intentional, and thorough. The elements of the implementation strategy include:

- Detailed Planning – Detailed planning is required in order to refine and update guidance for each of the eight districts; to address the alignment of the proposed grid of streets and Circulator System; to create a coordinated network of parks and open space; and to refine strategies for environmental stewardship.
- Implementation Entity – Implementing the vision of Tysons will require be well served by a “Keeper of the Vision” to oversee that is involved in the policies, guidelines and intent of the vision at every step of implementation, and to that monitors and evaluates the type and pace of development and the phasing of infrastructure to accommodate the growth within Tysons.
- Funding Strategies – Funding strategies (including public-private partnerships) should be identified. The feasibility of various financial tools should be assessed, and the mechanisms for financing specific portions of the plan must be identified.
- Regulatory Framework – Regulatory tools will be needed to implement the type and intensity of new development and to prescribe design and development standards to achieve Tysons' overall urban design goals.
- Public-Private Partnerships - In addition to regulatory tools, public infrastructure improvements and public/private partnerships will be essential in implementing the Plan.
- Private-Private Partnerships – Cooperation among landowners will be necessary in order to obtain land for public facilities, parks and open space, the grid of streets, and future circulator rights-of-way within Tysons.

- Phasing – A dynamic and evolving phasing plan tying future development to specific public improvements will be critical to ensure that transportation, other urban infrastructure and public amenities will be in place as growth occurs.

DETAILED PLANNING

District Plans

Plan guidance for each of Tysons' eight districts addresses the mix and intensity of land uses and additional guidance for achieving the envisioned future. Over time it is anticipated that the guidance for each district will need to be refined and updated to reflect new and approved development.

Circulator Alignments

A key component of the future transportation network is a ~~system of~~ transit ~~eCirculators~~ System, linking Metro stations and other areas of Tysons. It is anticipated that this ~~eCirculator~~ sSystem will be developed in phases. The first phase will be bus service provided in existing rights-of-way. This service is expected to be in place when Metrorail begins operating within Tysons. However, over the long-term this service is envisioned to evolve in to a higher level of transit service, which ~~may require~~ would operate in its own rights-of-way. To implement this system, the first step is to conduct a detailed transit circulator study. This study needs to assess:

- Connections between the circulator and the Metrorail system. This includes identifying where the connections will occur and how the two systems will be integrated at Metrorail stations and circulator stops
- Alignment of Circulator System routes, including identification of how the circulator fits in the roadway (dedicated right-of-way or mixed with traffic)
- Location of ~~eCirculator~~ System stops throughout Tysons
- ~~Circulator routes to connect the desired circulator stops, including identification of how the circulator fits in the roadway (dedicated right-of-way or mixed with traffic)~~
- Design of the circulator stops, including access and circulation plans for pedestrians, transit, bikes, and autos, and integration with the surrounding land uses
- Type of circulator mode (i.e., branded bus, streetcar, etc.)
- Maintenance facility (potential locations, size, etc.)

- [Ridership of Circulator System and](#) degree to which the circulator will increase Metro[rail](#) ridership
- Whether or not additional density should be planned for areas in proximity to the circulator routes [based on resulting increases in transit capture and reductions in peak hour vehicle trips into and out of Tysons](#)

Parks and Open Space

Parks provide a sense of place for Tysons and individual neighborhoods. The successful implementation of the parks and open space network and the urban standards for parks and recreation will be critical for Tysons' transformation. Parks should provide:

- Respite from the urban environment
- A public place to play, socialize and relax
- Connectivity to a network of pocket parks, public plazas and common greens

Guidance on the network of parks, open space, trails and recreational facilities is provided in the Areawide Environmental Stewardship recommendations. This guidance will need to be periodically reviewed and refined to reflect the needs and desires of the new residents and workers in Tysons.

Environmental Stewardship Strategies

The transformed Tysons should be a model of environmental sustainability. In order to make this a reality, strategies for protecting natural resources, managing stormwater, restoring streams, and minimizing greenhouse gas emissions should be updated and refined. Monitoring programs will need to be established to document the effectiveness of these activities and determine whether these strategies need to be modified in order to achieve the outlined goals.

Civic Infrastructure

An urban, livable Tysons should offer opportunities to participate in the arts, culture, recreation, and the exchange of ideas. Essential civic infrastructure may include arts centers, conference or convention centers, libraries, schools, and public art.

A centrally located civic center is envisioned at Tysons. This site may include a central library, possibly co-located with an arts center. There may be a need for at least two new school sites at Tysons. There is also potential for a local university to establish a presence at Tysons which may provide continuing education opportunities for residents, workers and seniors.

Information and Communications Technology (ICT)

Since the Tysons Corner Urban Center should include ICT infrastructure, strategies and programs will need to be developed to ensure that all residential, commercial and public use structures in the Urban Center are designed and equipped to enable such information and communications networking.

IMPLEMENTATION ENTITY

In order for Tysons to reach its full potential, a “Keeper of the Vision” should be established ~~so that~~ to assist in achieving the overarching goals and objectives of the new Comprehensive Plan ~~are implemented~~. The “Keeper of the Vision” ~~will~~ should be an implementation entity, established by the Board of Supervisors and charged with working in conjunction with Fairfax County agencies, landowners, and other stakeholders. This entity should be focused on ensuring that the new Comprehensive Plan, and associated regulations and recommendations, are effective.

FUNDING STRATEGIES

Existing public and private funding mechanisms will be inadequate to deliver all of the infrastructure and amenities envisioned in the Plan. New strategies will be critical to support the transformation of Tysons into a great urban place. Potential funding mechanisms may include:

- Tax Increment Financing
- County, State and Federal funding
- Improvement Districts
- Community Development Authorities (Tysons-wide, district or subdistrict levels)
- Public-private partnerships
- Private-private partnerships
- Transfer of Development Rights
- Pro-rata contributions by landowners
- Other forms of borrowing and grants
- Tax abatements/incentives
- Land exchanges
- Parking fees

REGULATORY FRAMEWORK

The ability to achieve the vision will require that appropriate regulatory mechanisms be modified or created to implement the key land use and transportation elements of the vision. The Zoning Ordinance is the primary tool for implementing the

planned mix of uses and intensities. Generally, the Zoning Ordinance also addresses the dimensions of development with regard to building mass, setbacks and height. The Zoning Ordinance needs to be amended to help implement the Comprehensive Plan's vision for Tysons.

In addition, other regulations and documents may need to be updated, such as the County's capital improvement plan, the County's transportation demand management programs and the County's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.

One example of the need for consistency between the adopted vision and the implementing regulations and policies will be the road network. It will be imperative that transportation investments to be made in and around Tysons follow the lead of the Plan. VDOT ~~must~~ needs to become a full partner in creating the kind of pedestrian environment and urban street network the Plan envisions. Street cross sections and traffic mitigation and management measures proposed on streets in Tysons should apply to all streets, including those controlled by VDOT.

Affordable/workforce housing goals are another example of how new regulations need to be in place to ensure that the Plan's vision comes to fruition. New regulatory incentives, such as reduced fees or tax abatement, should be considered.

To implement the vision, a new Tysons zoning district is being created. It is expected that all applications in Tysons will be submitted under this district.

Revisions to Potential regulations and/or programs to be adopted or updated considered may include:

- ~~District-s~~ Specific urban design guidelines to augment the guidelines contained in the Plan
- Revisions to the development review process, such as providing concurrent processing of rezonings with site plans
- ~~Amendments to the Zoning Ordinance, including new land use categories and/or a new zoning district~~
- Transportation demand management programs
- Acceptance by VDOT of n New urban street sections for ~~VDOT~~ roadways
- ~~Trip reduction ordinances and policies~~
- Evaluating and monitoring the performance of the t Transportation system monitoring (i.e., achievement of trip reduction goals)
- Transfer of development rights or similar mechanism
- Public Facility Manual requirements (e.g., stormwater management)
- ~~Affordable/workforce housing waivers and tax abatement~~
- Establishment of a tree canopy goal, based on analysis of existing tree cover

PUBLIC-PRIVATE PARTNERSHIPS

In addition to regulatory tools, public infrastructure improvements and public-private partnerships will be essential to create the synergy needed to implement the Plan. A public-private partnership involves using public funds or activities to foster private investment and development activity that otherwise might otherwise not occur. Public infrastructure investments, such as a park or transit system, improve the development climate of an area and make it more attractive for private investment. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments that achieve the vision of the Tysons Plan.

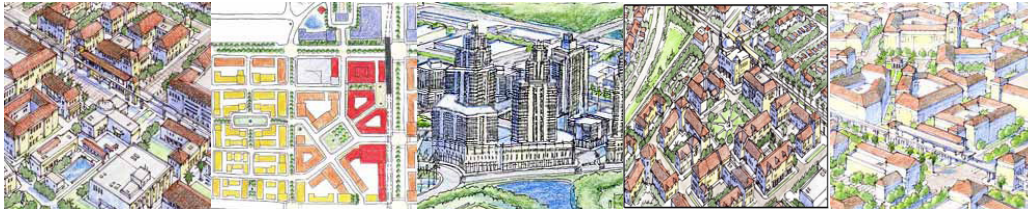
PRIVATE-PRIVATE PARTNERSHIPS

The transformation of Tysons will require an unprecedented level of cooperation among area landowners. The result of this cooperation is expected to be private-private partnerships that will insure that new development at Tysons includes sites for parks and open space; for needed public facilities like stormwater management, schools, fire stations, a public library, a performing arts center and a conference or convention center; for rights-of-way and connections to implement the grid of streets; and for future rights-of-way to implement the proposed Circulator System. Another byproduct of cooperation among landowners is expected to be consolidation and/or coordinated development plans.

PHASING

The new Tysons will unfold incrementally over the next 40 years. The transformation of Tysons must keep pace with the necessary infrastructure and public facilities that are needed to successfully support the people who will live, work, and play in Tysons. Block-by-block redevelopment must be balanced by having requisite infrastructure in place when needed, such as the Circulator System, the new grid of streets, parks and recreational facilities, schools and fire stations. Each step of redevelopment in Tysons needs to move it in the direction of achieving the vision laid out in the Plan.

The phasing of development is essential to assure the provision of public facilities. A phased strategy to grow, monitor that growth, and adjust the implementation strategy based on experience and performance is crucial to Tysons' success. The goal of appropriate phasing is to balance projected development with infrastructure and public facility needs over time. The Areawide Land Use, Transportation and Public Facilities sections provide a phasing approach which will be guidance applied during the review of development applications.



4:AREAWIDE RECOMMENDATIONS

A strategic approach is essential to create the type of vibrant, compact, mixed-use centers envisioned for the transformed Tysons. This approach takes the vision and provides specific strategies so that the individual pieces work together to create a better whole. The key is to remain consistently true to the vision, rather than just building projects.

The Areawide Recommendations, when implemented, will achieve the future vision for the future Tysons Corner Urban Center. These recommendations present overall concepts for Tysons and provide the framework for the District Recommendations. These recommendations also provide guidance on areawide issues that may not be specifically addressed in the District Recommendations because they apply to all areas of Tysons.

All development proposals in Tysons which involve new development or redevelopment that increase intensity, increase height, or substantially change the design of a previously approved development should be in general conformance with the Areawide Recommendations as well as the District Recommendations. The Areawide Recommendations include:

- The Land Use Section, which identifies the land use pattern, mix of uses and intensities, and sets forth guidelines for phasing development with public facilities, infrastructure and amenities;
- The Transportation Section, which addresses the grid of streets, the bicycle and pedestrian network, and the proposed system of circulators;
- The Environmental Stewardship Section, which addresses the network of parks and open space, the system of stormwater management, and the requirements for green architecture;
- The Public Facilities Section, which identifies existing facilities serving the area and additional planned public facilities needed to serve future growth; and
- The Urban Design Section, which provides guidance on the pedestrian realm and on building and site design.



LAND USE

The land use concept creates a very different place from what exists in Tysons in 2009¹⁰. It transforms Tysons into a livable place by redeveloping most areas into compact, mixed-use transit-oriented developments (TODs) and neighborhoods. The following sections describe the proposed area-wide land use pattern, mix of uses, intensities, and amenities proposed for the transformed Tysons. Detailed recommendations for each district and specific portions of Tysons can be found in the District Recommendations.

LAND USE PATTERN

The pattern of land use in Tysons focuses growth within walking distance of Metrorail stations. Intensities will be highest in areas with the closest proximity to the stations, tapering down to transition to mid and lower density areas in the Non-TOD Districts. Most areas within Tysons will include a mix of uses, with most of the retail and office uses concentrated within 1/4 mile from the stations. The Conceptual Land Use Pattern is shown in Map 3 below.

The four TOD Districts, encompassing the areas within 1/2 mile of each Metrorail station, are planned for about 75% of all development in Tysons. The four Non-TOD Districts include some areas planned to redevelop as walkable urban neighborhoods, although at a lower intensity than the areas closer to the stations. The Non-TOD Districts also contain areas at their edges that should maintain their existing characters, uses, and intensities due to their proximity to stable residential neighborhoods outside of Tysons.

The urban grid of streets and the parks and open space network will be integrated into the land use fabric. Recommended Civic uses, public gathering places, and public facilities will be located throughout Tysons to create a full service community.

MIX OF USES

Overall, the proportion of residential development within Tysons should increase as development occurs. Up to 100,000 residents are expected to live in Tysons by 2050 compared to 17,000 in 2009~~10~~¹⁰. The number of jobs is also expected to increase from 105,000 to as many as 200,000 by the end of the 40 year planning horizon (see the text box on the following page for alternatives on development thresholds and projected time frames). Ultimately, the desired land use mix will provide a ratio of four jobs for every household in Tysons – a significant improvement over the 2009~~10~~¹⁰ ratio of approximately thirteen jobs for every household. This greater mix of uses throughout Tysons will promote walking by providing more people with the opportunity to live near their jobs and other everyday destinations.

Staff Note: The comment box on the following page compares the above vision to various potential development levels and projected time frames.

In the future, most areas of Tysons should have a mix of land uses. This mix will include many of the same land uses that existed in Tysons in 2009~~10~~¹⁰, such as residences, offices, retail stores, hotels, and public facilities. However, the land use concept promotes the redevelopment of uses such as car dealerships and strip retail centers into more efficient, higher intensity land uses. Consideration should be given to incorporating retail and service uses, car dealerships, and compatible industrial businesses into new mixed use buildings.

Providing a mix of uses, either vertically (in the same building) or horizontally (within a distance of two to three blocks), will reduce the separation among residents, workers, and services, encouraging people to walk or take transit rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands, and find restaurants, entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services will be essential for residential neighborhoods. Housing can also be successfully co-located with public facilities, such as schools, libraries, and fire stations.

Staff Comment: The following table is provided for information purposes and compares Tysons existing development in 2010 to a range of future development levels (the current Plan on the low-end and the Task Force recommendation on the high-end). The last column estimates the time frame for absorbing development based on the highest growth rate in the [September 2008 study by GMU's Center for Regional Analysis](#). **This table shows that the development levels in the staff and consultant recommendations are consistent with the vision of achieving 100,000 residents and 200,000 jobs in Tysons.** It should be noted that the Draft Review Committee agrees that 113 million square feet is the likely amount of development that can be absorbed in Tysons by the year 2050.

Comparison of Development Potential and Projected Timeframes

	Population	Employment	Development Potential (Square Feet) ¹	Anticipated Build-Out Time Frame (GMU High)
Existing Development	18,500	112,600	46 million	2010
Current Plan (3 Stations) ²	36,300	141,000	73 million	2023 (~ 13 years)
Modified Current Plan (4 Stations) ³	39,700	145,000	76 million	2025 (~ 15 years)
20 Year Horizon Alternative ⁴	44,400	166,700	84 million	2030 (~ 20 years)
Consultant Recommendation ⁵	85,000	188,000	114 million	2050 (~ 40 years)
Staff Recommendation (40 Year Horizon) ⁶	96,600	190,500	116 million	2050 (~ 40 years)
Task Force Recommendation ⁷	191,200	210,700	175 million	2080 (~ 70 years)

¹ The development potential for the consultant, staff and Task Force recommendations includes an 85% efficiency factor to account for land that does not redevelop to maximum allowed intensity. Population, employment, and square footage totals should be considered estimates that may be higher or lower depending on the overall land use mix built in Tysons.

² The Current Plan potential (having three Metro stations) as estimated in 1994 was 68 million square feet; in 2005, based on development activity and approvals since the Plan's adoption, the Plan's potential was estimated at approximately 72.7 million square feet.

³ In 2005, staff provided the Task Force with an estimate of the Plan's potential assuming that the same rail-related intensity recommendations would apply to the fourth Metro station.

⁴ This alternative shows the anticipated development level if the draft Plan was adjusted to a twenty year planning horizon (the year 2030).

⁵ In April 2008, PB PlaceMaking recommended intensities which yield about the same overall square footage as the staff recommendation; the difference is that the consultant recommendations include additional intensity along proposed circulator routes but do not include the affordable housing or green building bonuses recommended by staff.

⁶ The staff's recommended development level is similar to the consultant recommendation (with the same intensities within TOD areas) and is projected to be absorbed within a forty year planning horizon (the year 2050). This development level includes the affordable housing bonus and a portion of the green building bonus. **Without green building bonuses, the total is 113 million square feet.** Additional intensity for the provision of public facilities is not included in calculating the total development because the amount is not known.

⁷ Using the same methodology used to calculate the staff recommendation, the Task Force's recommended intensities yield about 175 million square feet. Applying the average absorption of the GMU high forecast for the period between 2010 and 2050 (i.e., about 1.9 million square feet per year), this development level would be absorbed in about 70 years or by the year 2080.

Land Use Categories and Map

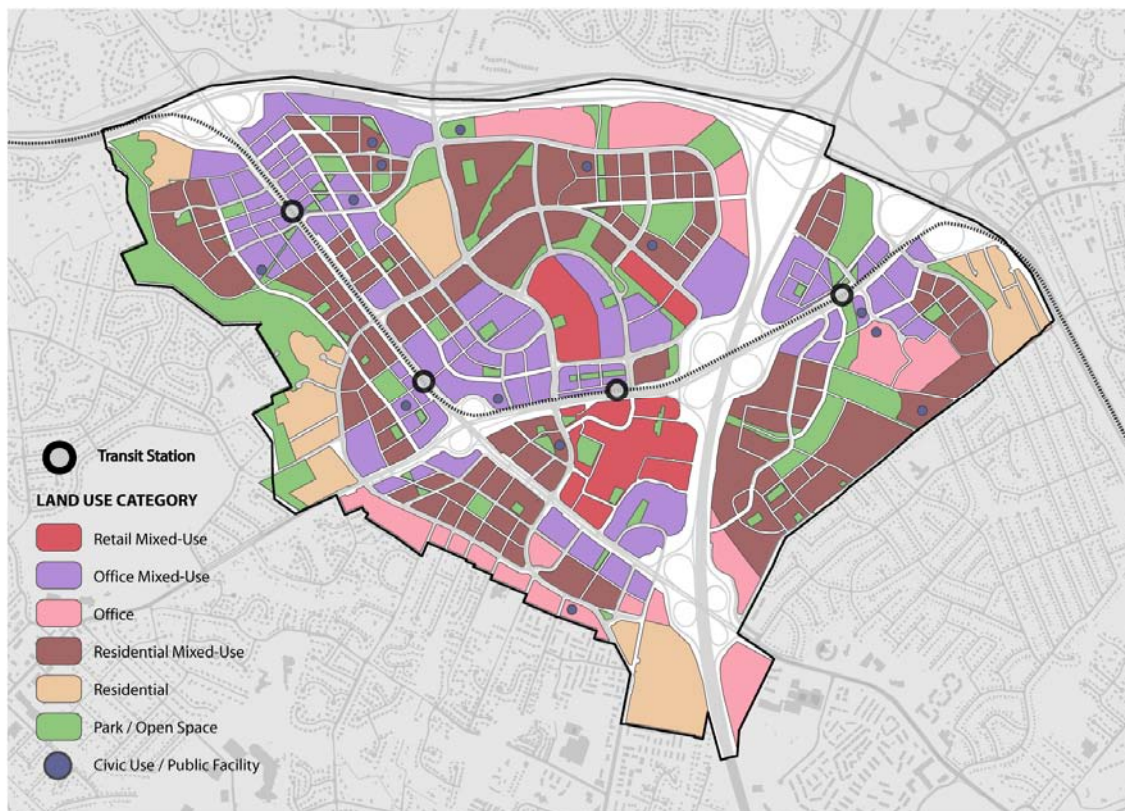
The areas closest to the Metro stations should be developed primarily with office space and other non-residential uses. The areas beyond 1/4 mile of the stations should be developed primarily with multifamily housing units. This pattern reflects studies of transit-oriented development which have found that people going to and from their homes will walk farther to transit than people going to and from their jobs. The following land use categories correspond to the proposed conceptual land use pattern, shown on Map 3. These categories indicate a general proportion of uses; however, the appropriate mix will be evaluated on a case-by-case basis during the development review process. [Projects that span multiple land use categories may be granted flexibility in the location of uses as long as the overall land use mix is consistent with the proportions recommended for the entire project area.](#)

- **Retail Mixed-Use:** These areas are planned for regional and sub-regional retail centers that should be complemented by a mix of residential, office, hotel, and arts/civic uses. The residential component should be on the order of 20% or more.
- **Office Mixed-Use:** These areas are planned for primarily office uses with a mix of other uses, including ground floor retail, residential, hotel, and arts/civic. Developments in these areas should include an office component on the order of 50% or more and a residential component on the order of 20% or more.
- **Office:** These areas are planned almost exclusively for office uses. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas. Educational and institutional uses are encouraged, as well.
- **Residential Mixed-Use:** These areas are planned for primarily residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as basic shopping and services, recreation, schools and community interaction. It is anticipated that the residential component ~~will comprise~~ [approximately should be on the order of](#) 75% [or more](#) of [the](#) total development.
- **Residential:** These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses are allowed and should be compatible with the character of the neighborhood.
- **Civic Use or Public Facility:** These areas are planned for public uses, such as a library, school, arts center, or community center. In some instances, the uses may be in a stand-alone building. However, they may also be located within a commercial or residential building. The conceptual land use pattern identifies the planned locations for civic and public uses identified in the Public Facilities

section, ~~but~~ Some of these facilities could be located in areas planned as [Retail Mixed-Use](#), Office Mixed-Use or Residential Mixed Use.

- **Parks/Open Space:** These areas are planned for passive and active park land and urban open spaces such as plazas and pocket parks. This land may be privately or publicly owned. Regardless of ownership, ~~these areas~~ should be open and accessible to the public. Additional guidance on parks and open space can be found in the Environmental Stewardship section.

Map 3
Conceptual Land Use Pattern



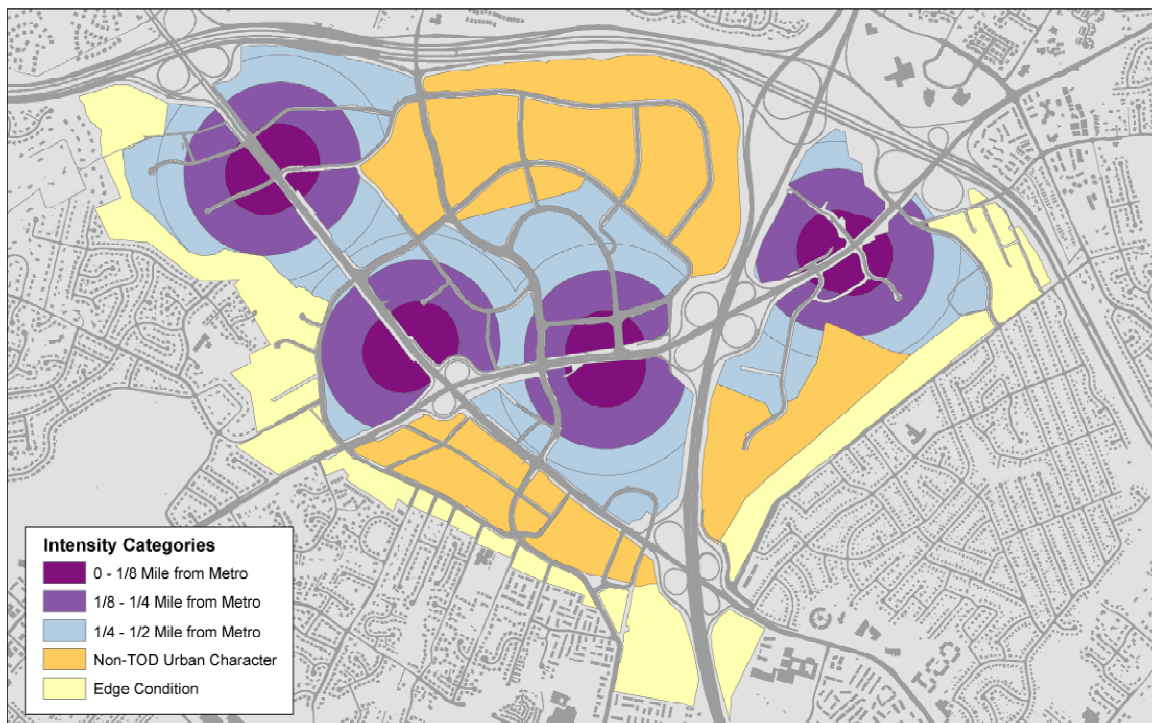
*Staff note: This map has been modified to be consistent with land use categories. Stable residential areas that were previously designated as **Residential Mixed-Use** are now categorized as **Residential**. Areas that were previously designated at **Mixed-Use** are now categorized as either **Retail Mixed-Use**, **Residential Mixed-Use**, or **Office Mixed-Use**, based on guidance found in the District Recommendations. **Civic Uses and Public Facilities** are shown as dots on the map rather than shapes because some of these uses may be integrated within mixed-use developments.*

TIERED INTENSITY

A key ingredient for transforming Tysons is to strategically use intensity to maximize the benefits of Metrorail and transit and create sustainable, walkable urban environments. This is consistent with the County's policy on transit-oriented developments. Intensity can also be an important economic tool by allowing sufficient incentive to encourage the redevelopment of auto-dependent uses, thereby strengthening Tysons' status as Fairfax County's Urban Center.

The land use concept for Tysons links intensity to transit accessibility based on how far most people are willing to walk to and from transit. Expressed as floor area ratio (FAR), the proposed levels of intensity are primarily based on distance from Metrorail stations. Development is planned to be most intense in the areas nearest the stations and least intense at the edges. Map 4 indicates conceptually where the various levels of intensity are designated in Tysons.

Map 4:
Conceptual Intensity Map



Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the

goal of locating the highest intensities closest to transit. In addition, proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

To encourage public-private partnerships, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR.

Intensity alone will not create a livable, vibrant Tysons; a mix of land uses, public facilities, civic uses, parks, and infrastructure must also be in place. The recommended intensities are conditional and contingent upon these livability factors being provided in a manner that is phased appropriately with development. These components of a healthy community will help attract new residents to Tysons and enhance the quality of life for residents. The provision of this civic infrastructure will be the responsibility of both the private and public sectors. Specific needs for Tysons are addressed in the sections on Transportation, Environmental Stewardship, Public Facilities, and Urban Design, as well as the District Recommendations.

TOD District Intensity

In the four TOD Districts, the highest intensities will be allowed in areas within 1/8 mile of a Metro station entrance, a distance roughly equivalent to one or two city blocks or a three minute walk. Intensities then decrease at distances of 1/4 and 1/2 mile from each station. This reflects the fact that transit ridership decreases as the walking distance to the station increases. In order to achieve the recommended intensity, a pedestrian-friendly environment should be established from the closest station entrance to the buildings within a development proposal. The recommended intensity is also contingent on achieving the land use mix planned for a project's site.

Table 1 shows the recommended intensities ~~allowed under the redevelopment option~~ ties tiers ~~for each distance tier in the TOD Districts based on distance from a Metro station.~~ This table does not reflect the potential for bonus intensity, which is covered in the Land Use Guidelines. Specific guidance for each of the four TOD Districts can be found in the District Recommendations.

Table 1:
Recommended Intensities for TOD Districts

Intensity Tier	Distance from Metro	Recommended FAR (before bonuses)
Tier 1	0 - 1/8 mile	4.75
Tier 2	1/8 - 1/4 mile	2.75
Tier 3	1/4 - 1/2 mile	2.0

To encourage cohesion of development between Tiers 1 and 2, additional intensity in Tier 2 (above that shown in Table 1 above) may be considered if the mix of uses has equal or less traffic impact than the area's recommended land use mix and intensity, and if the proposed land use mix and character is generally consistent with that envisioned for the area.

Staff Comment: The following tables are provided for information purposes. The first table shows the intensities recommended by PB PlaceMaking, and the second table shows the intensities recommended by the Tysons Land Use Task Force.

On April 9, 2008 the Task Force's consultant, PB PlaceMaking, provided a memo entitled "[Consultant Draft Preferred Concept](#)." This memo included recommended intensities as shown in the table below. These recommendations were based on the consultant's professional judgment, which took into consideration the findings of previous transportation and public facility analyses of five land use alternatives as well as the input provided in three rounds of public workshops during 2007 and 2008.

Consultant Recommended Intensities for TOD Districts

Intensity Tier	Distance from Metro	Non-Residential FAR	Residential FAR
Tier 1	0 – 1/8 mile	4.75	4.75
Tier 2	1/8 – 1/4 mile	2.75	2.75
Tier 3	1/4 – 1/3 mile	1.65	2.0
Tier 4	1/3 – 1/2 mile	Base Plan	2.0

On May 27, 2008, the Tysons Land Use Task Force recommended intensities as shown in the table below. These recommendations were based on the Task Force's estimation of what was needed to encourage the private sector to provide the full range of community benefits at Tysons.

Task Force Recommended Intensities for TOD Districts

Intensity Tier	Distance from Metro	Non-Residential FAR (before bonuses)	Residential FAR (before bonuses)
Tier 1	0 – 1/8 mile	6.0	6.0
Tier 2	1/8 – 1/4 mile	4.0	4.5
Tier 3	1/4 – 1/3 mile	2.0	3.0
Tier 4	1/3 – 1/2 mile	1.75	2.75

Non-TOD District Intensity

Large portions of the Non-TOD Districts are planned for increased intensity to encourage the creation of urban residential neighborhoods. [Each of these areas has a redevelopment option above the base plan identified in the District Recommendations.](#) Some portions of Non-TOD Districts, including neighborhoods at the edge of Tysons and stable residential developments like the Rotonda, are not planned for redevelopment. Specific guidance for ~~these areas~~[each of the four Non-TOD Districts](#) can be found in the District Recommendations.

Circulator Intensity

A detailed study of the circulator transit system proposed in the Transportation section should be completed to determine the appropriate routes and operational characteristics. The routes and expected ridership will be used to determine the degree to which additional intensity is warranted for areas located along the circulator routes. Once the study is complete, the Comprehensive Plan should be amended to reflect its recommendations on routes and intensity.

Bonus Intensity

Additional intensity in the form of bonuses is provided to encourage the provision of affordable/workforce housing and the construction of green buildings. The purpose of these bonuses is to achieve the overarching goals for Tysons of a mix of housing types and opportunities and enhanced environmental stewardship through green building practices. Intensity bonuses should be applied to the recommended FAR, and multiple bonuses ~~should not be compounded~~ [may be compounded](#). For example, a housing development that meets the affordable housing objective (20% bonus) and attains LEED Platinum certification (10% bonus) would receive a total bonus of [32%, not 30%. 30%, not 32%](#). [More information on bonus intensity is provided under the Land Use Guidelines below.](#)

In addition to intensity credit given for dedicating land for parks and roads, [additional floor area](#) ~~bonus intensity~~ could be allowed in limited circumstances for the provision of major public facilities, such as a school, a conference center, or facilities associated with a large urban park. In order to achieve this ~~bonus~~ [additional floor area](#), the facility provided should significantly advance securing the necessary improvements identified in the Public Facilities section and in the District Recommendations. [The extent of the public benefit being provided should be considered in determining the amount of additional floor area.](#)

[In cases where bonus intensity is utilized, the overall land use mix of a project should be generally consistent with the recommended land use category shown on the](#)

land use map as well as additional guidance for land use and character of use set forth in the Urban Design section and the District Recommendations.

Allocating Floor Area Between Sites

Allowable floor area may be allocated between sites through the rezoning process or coordinated development plans under either of the following circumstances.

1. Floor area that is planned for a site that is being used for a public purpose may be allocated to another development site. For example, if a land owner acquires a 100,000 square foot site planned at 1.5 FAR and dedicates the land for an athletic field, the land owner may utilize the resulting 150,000 square feet on another development site within Tysons through zoning proposals considered and approved by the Board of Supervisors.
2. Within a single rezoning application, floor area may be allocated between adjacent intensity tiers, such as 1/8 and 1/4 mile from a Metro station, provided all other Plan goals are met.

LAND USE GUIDELINES

The following land use guidelines are necessary to create a people-focused urban setting. These guidelines should be considered along with the general Land Use recommendations above and the District Recommendations in evaluating development proposals at Tysons.

Affordable and Workforce Housing

A critical aspect of the vision is to provide housing choices and ensure that a population with a variety of income levels has the ability to live in Tysons. The Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed-use development projects. A specific objective in the Policy Plan is to encourage affordable and workforce housing in Tysons.

All projects with a residential component that seek to utilize the redevelopment option in the District Recommendations should provide ~~a percentage of units for affordable and workforce housing~~ 20% affordable and workforce units. These projects are allowed a 20% residential floor area bonus and flexibility in how and where these units can be provided within Tysons.

~~Because of the significant increase in intensity allowed under the redevelopment options in the TOD Districts, projects in these districts should provide 20% affordable~~

~~and workforce units. These projects are allowed a 20% residential floor area bonus and flexibility in how and where these units can be provided within Tysons.~~

~~The following affordable housing conditions are applicable for development projects in the TOD Districts. These conditions~~ The following housing conditions and the guidelines in the Housing section of the Policy Plan (except as modified below) apply to any residential development built under the redevelopment option ~~in the TOD Districts~~, regardless of whether or not the development elects to utilize the available bonus density. Affordable housing units in Tysons should also be provided consistent with the County's Affordable Dwelling Unit Ordinance.

- 20% of the residential units in new developments should be affordable to households with incomes ranging from ~~60~~ 50 to 120 percent of AMI (Area Median Income), as set forth in the Table 2. The 20% applies to the total number of units, including any units built with bonus intensity.

Table 2:
Income Tiers for Affordable Housing in TOD Districts

<u>101-120% of AMI</u>	<u>5% of total units</u>
<u>81-100% of AMI</u>	<u>5% of total units</u>
<u>71-80% of AMI</u>	<u>5% of total units</u>
<u>61-70% of AMI</u>	<u>3% of total units</u>
<u><50-60% of AMI</u>	<u>2% of total units</u>

100—120% of AMI	5% of total units
80—100% of AMI	6% of total units
60—80% of AMI	6% of total units
<60% of AMI	3% of total units

- If required by the Zoning Ordinance, ADUs may be counted toward the housing objectives identified in Table 2.
- A 20% increase in residential floor area is allowed for achieving the affordable and workforce housing objective. This increase in floor area should only be used for residential purposes. In order to provide more flexibility with the bonus, the Policy Plan's size restrictions on bonus market rate units do not apply within the TOD Districts.
- The affordable and workforce units provided should have a similar mix in the number of bedrooms as the market rate units. The size of the affordable workforce units should be consistent with the Policy Plan.

- If ADUs are provided, they should be price controlled in accord with the ADU Ordinance. Workforce units should be price controlled in perpetuity.
- Workforce units are preferred to be provided on-site. However, developers may aggregate land for ~~affordable and~~ workforce housing off-site and/or transfer to others the responsibility for creating such units in building structures, where the advantages of financing and operating affordable and workforce housing can be realized. Units provided in this manner should be located within Tysons, should be in general conformance with the applicable land use, intensity, public facility and urban design objectives, and should include all of the income tiers set forth in Table 2.
- Efforts should be made to preserve market rate housing units that are affordable to households earning below 120% of AMI. Land owners may meet their affordable housing objective by purchasing existing units and preserving their affordability in perpetuity. If such “market rate affordable” housing units are redeveloped, they should be replaced on a one-for-one basis.
- The ~~affordable~~ workforce units should be provided concurrently with market rate units or with some form of surety that they will be built.
- Cash contributions in lieu of providing ~~affordable~~ workforce units are not desired.
- Programs that capitalize either the development of housing or the incomes of households, such as low income housing tax credits, tax-exempt housing bonds, tax increment financing, tax abatement, and the County’s One Penny Fund should be considered.
- Other creative strategies for achieving housing objectives should also be considered. This could include a system similar to wetlands banking in which a developer builds additional affordable and workforce units and the credit for providing the units is sold to another developer who has an obligation to provide affordable housing. Another strategy could be incorporating ~~affordable housing units~~ into public buildings.

Non-residential development throughout Tysons should contribute ~~land or money~~ \$3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. The provision of ~~affordable~~ workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons. New office, retail, and hotel developments will

benefit from having a range of affordable housing opportunities within a short commuting distance of the jobs in Tysons.

Green Buildings

All new buildings at Tysons should receive green building certification under an established rating system such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The green building rating system used should be based on individual building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell). LEED Silver, or the equivalent, is the minimum expectation for certification in Tysons. Certification at the LEED Gold or Platinum level, or the equivalent, is encouraged through incentives, as described below.

Recommended Incentives for Green Buildings

- Buildings certified LEED Gold, or the equivalent, may achieve an increase in total allowable FAR of up to 4%.
- Buildings certified LEED Platinum, or the equivalent, may achieve an increase in total allowable FAR of up to 10%.

Intensity bonuses should be revisited periodically to gauge effectiveness and adjust for changes in market conditions, ~~and~~ rating systems, and other factors such as building codes.

Tax abatements or other cost recovery strategies may be considered in the future as an alternative and/or preferred incentive option. At this time, tax abatements are unavailable for use.

Incentive Option 1

~~Buildings certified at levels above LEED Silver, or the equivalent, will receive additional density as follows:~~

- ~~• Buildings certified LEED Gold, or the equivalent, may achieve an increase in total allowable FAR of up to 3%.~~
- ~~• Buildings certified LEED Platinum, or the equivalent, may achieve an increase in total allowable FAR of up to 10%.~~

Incentive Option 2

~~Buildings certified at levels above LEED Silver, or the equivalent, should be considered for some type of cost recovery. This could include tax credits, abatements, or other financial incentives. Bonus intensity is not an appropriate cost recovery option.~~

Draft Review Committee Recommended Incentives for Green Buildings

- Buildings certified LEED Silver, or the equivalent, prior to the year 2013 may achieve an increase in total allowable FAR of up to 2%.
- Buildings certified LEED Gold, or the equivalent, may achieve an increase in total allowable FAR of up to 5%.
- Buildings certified LEED Platinum, or the equivalent, may achieve an increase in total allowable FAR of up to 10%.

Coordinated Development and Parcel Consolidation

Proposals to redevelop individual parcels could be a barrier to implementing the vision. Piecemeal proposals for individual parcels will make it difficult to redevelop Tysons in a coordinated way, especially as it relates to the grid of streets, parks and other infrastructure.

In order to achieve the vision, property owners in each district or subdistrict will need to have on-going coordination with each other and the County focusing on refining an area's grid of streets as well as determining the location of open space and public facilities. Private-private partnerships or agreements will likely be needed in order to effectively address the multitude of redevelopment issues.

In most cases, parcel consolidation will be necessary to allow planning objectives to be achieved. Proposed parcel consolidations should demonstrate how the project will function in a well-designed, efficient manner and should be sufficient in size to provide redevelopment in several phases. Each phase should be linked to the provision of public facilities and infrastructure and demonstrate the attainment of critical plan objectives, such as achieving a functioning grid of streets, trip reductions, shared parking, and green buildings, and stormwater management facilities. Through parcel consolidation, a grid of streets can be planned in a way that enhances the value of the land and provides greater connectivity and consistency with the Tysons Plan.

As an alternative to consolidation, coordinated proffered development plans (i.e., concurrent rezoning applications) that achieve the same Plan objectives as consolidation should be encouraged, if commitments can be made ensuring that both projects will function in a well-designed, efficient manner and allow development on adjacent parcels to occur in conformance with the Plan.

The desired acreage for consolidations or coordinated development plans varies due to the unique parcel configurations and planning goals of each district and subdistrict. Guidance for areas near the Metro stations is included in the District Recommendations. Where guidance on consolidation is not set forth in the District Recommendations, the extent of land area necessary will be determined on a case-by-case basis.

Existing Buildings and Services

In most instances, existing development in Tysons is not consistent with the long-term vision, which is the eventual redevelopment of these properties. However, the expansion and remodeling of existing buildings should be permitted as long as these changes do not inhibit the achievement of Plan objectives. Improvements to open space, streetscapes, and streets that are identified in the Plan are encouraged, but if they are not feasible due to an existing building's location on the site, alternative improvements could be considered which may help implement the Plan's intent.

It is desirable to maintain many services, such as auto dealerships, service and repair shops, and storage facilities, even if their physical surroundings change. For example, auto showrooms and other retail and service uses could be incorporated within street-level retail spaces provided through mixed-use redevelopment. There may also be ways to incorporate repair shops and storage facilities within parking structures.

Residential and Other Noise-Sensitive Uses

Significant highway noise impacts are likely in some parts of the Tysons Corner area due to the proximity of major roadways and interstate highways to planned future development. The Policy Plan indicates that new residential and other noise-sensitive uses should not develop in areas where current and future noise levels exceed 75 dBA DNL, which is a day-night weighted average noise level. As Tysons transforms into a more urban place, there is an increasing possibility that the land use recommendations for residential and hotel uses, and the urban design guidelines which seek to locate these uses closer to the street, may be in conflict with the current noise policy. Therefore an areawide study of noise levels along Tysons' major transportation corridors should be undertaken. The noise study should clearly define noise contours with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. Once noise contours are mapped and compared with planned locations for future residential and hotel development in Tysons, the implications of applying the current noise policy can be evaluated.

| Phasing Development ~~with Infrastructure~~ to Transportation and Public Facilities

A longstanding planning concept in the Comprehensive Plan is linking development to the provision of the infrastructure and public facilities needed to support it. A dynamic and evolving phasing plan that links redevelopment to specific public improvements is critical to ensuring the transformation of Tysons. Growth will need to be supported by Metrorail and other transit options, an urban street grid, and additional transportation improvements that better connect Tysons internally and to the rest of the region. Similarly, redevelopment should be linked to the construction of the parks and open space network, enhanced stormwater management facilities, and other public facilities such that they are in operation when residential redevelopment at Tysons generates sufficient demand for them.

Major infrastructure improvements and public facilities can take many years to fund, design, and construct. The sequencing of such improvements will require close monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth.

The following are general strategies for phasing development plans to achieve a sustainable balance with infrastructure and public facilities throughout Tysons.

| **Phasing to Transportation Improvements and Programs**

Increasing the amount of development in Tysons will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including new street connections, ramps to the Dulles Toll Road, and crossings of the Beltway, are necessary to disperse vehicle traffic. Improvements to transit, pedestrian, and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives can be thought of as triggers that should occur in concert with future growth.

| Just as previous Plans for Tysons phased growth to the provision of Metrorail, future redevelopment proposals should be phased to planned roadway and transit improvements and the demonstrated ability to significantly reduce single-occupancy vehicle trips. Tables 5, 6 and 8 in the Transportation section of the Plan prioritize specific triggers into four phases, each generally representing a ten year period from 2010 to the planning horizon year of 2050.

All development proposals should perform a traffic impact analysis. The mitigation measures identified by this analysis should be considered along with the phasing guidance below.

| Initial pPhases of development ~~that occur prior to 2020~~ should ~~include~~ provide on-site improvements, the grid of streets, and commitments to achieving objectives and

significantly advancing the provision of infrastructure. Later phases should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables 5, 6 and 8 in the Transportation section.

Development projects in Tysons should be phased to the provision of specific transportation improvements and to the achievement of trip reduction objectives. As an alternative, a project may not need to be phased to transportation triggers if the land owner commits to a funding strategy for critical transportation improvements. An example of such a commitment could be participation in a Community Development Authority (CDA). A CDA may be formed for Tysons as a whole, or for an entire district or half of a district. The purpose of the CDA is to take responsibility for funding and construction in a timely manner, of certain transportation improvements essential to serve its geographic area and to improve access into and out of Tysons. This is discussed further in the Transportation section of the Areawide Recommendations.

Staff Note: The text below was deleted because it describes a previous approach to phasing which is no longer applicable. In addition to the discussion of phasing in the Land Use recommendations, there is also detailed discussion of phasing in the Transportation recommendations in the Areawide Plan Text.

~~Because office uses have the greatest impact on peak period vehicle trips in Tysons, these uses should be specifically linked to transportation triggers. The increase in office square footage over what is currently built and approved in Tysons should be divided into four phases of roughly equal size. Each development phase corresponds to the areawide transportation improvements and trip reduction objectives set forth in the Transportation section.~~

~~It is envisioned that, in most cases, the office component of proposed developments will be phased, and that each phase will be linked to the infrastructure improvements and the trip reduction objectives set forth in the Transportation Section, with the ultimate trip reduction percentages set forth in that section of the Plan achieved by the entire development in its last phase.~~

~~———— New residential development in Tysons is highly desired to create livable communities, provide a ridership base for Metrorail, maintain the economic vitality of the urban center, and increase the opportunities for workers to live near their jobs. While the increase in housing units planned will create additional vehicle trips in Tysons and on the regional highway network, the impact of new residential development will be less than that of new office development. Therefore, the first 20 million square feet of new residential development planned for Tysons is not linked to the transportation phasing triggers, although it is expected that the grid of streets and vehicle trip reductions will be provided to support the development. After this portion of the planned residential~~

~~development has been approved through the rezoning process, additional residential approvals should be phased to the necessary infrastructure identified in the Transportation section, and should be linked the achievement of trip reduction as specified in the Transportation section.~~

~~Other types of development, such as retail shops, hotels, and civic uses, will generate fewer peak period vehicle trips than offices. These uses need not be phased to transportation triggers unless the traffic impact analysis indicates that mitigation is necessary.~~

~~Some flexibility should be allowed in phasing plans to account for variations in the size and number of buildings. Flexibility should also be allowed in order to achieve other Plan objectives, such as having a balanced mix of uses, prioritizing buildings closest to Metro stations, or providing streets and public facilities.~~

Phasing to Public Facilities

The Public Facilities section identifies and describes the public services, parks, infrastructure, and utilities needed to serve Tysons. Providing these facilities in pace with the planned employment and residential growth will be a challenge. Securing the land area or the space for public uses within privately-owned structures is critical. Practices employed by the County in the past to provide space for public facilities in largely undeveloped suburban areas cannot be relied upon in an intensely developed area. In Tysons it will be critical that the land area or spaces for public uses are incorporated within private developments at no cost to the public sector.

The public facilities planned for Tysons over the next 40 years are based on growth projections prepared by George Mason University. As the pace of growth may be faster or slower than the projections, there is a need to monitor development to determine when it is actually necessary to construct public facilities. While facilities may actually be constructed throughout the ~~40-year~~ planning horizon based upon need, it is critical that space for most, if not all, of these facilities be secured as soon as is possible. Therefore, rezoning proposals, ~~through proffers~~, should commit to provide ~~the~~ necessary land and/or space to ensure that places will be available to construct facilities in concert with the pace of growth. The land and/or building space ~~building space or land~~ needed for public facilities is critical to the assurance that such facilities can be constructed. Commitments to dedicate building space or land for most, if not all, of the public facilities needed by 2050 should be provided as development approvals occur during the first 10 or 20 years of Plan implementation ~~particularly between 2010 and 2030~~.

The levels of development set forth in the Plan are intended to enhance the ability of the private sector to provide the necessary public space for facilities. In addition, when building space is provided for a public facility, the floor area of the facility is not counted toward a development's allowable FAR.

In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through private-private partnerships to meet public facility objectives. The initial zoning application filed in each of the eight districts should be accompanied by a public facilities plan. Such a plan will enumerate the public facilities needed in that district, their approximate year of construction, and the private sector's commitments toward the provision of those facilities.

Because developments that contain a significant land area can better facilitate the achievement of one or more public facility objectives, substantial parcel or land area consolidation for rezoning proposals is critical. However, in some instances a development with lesser acreage than recommended for consolidation may be able to provide the space for and/or construct a necessary public facility in the appropriate location, either independently or through a partnership.

Cash contributions are not the preferred method for offsetting impacts on public facilities. Especially during the early years of Plan implementation, funds would likely not be sufficient for the County to acquire developed properties for public facilities. Therefore, the preference is for land, space and/or construction of facilities or building space dedicated for facilities. Development proposals may not be able to advance in a meaningful way the myriad of public facility needs. As such, it may be preferable for a development proposal to address one or more, but not all, facilities in a significant way.

The presence of public facilities can be thought of as triggers that are linked to the number of residents and employees in Tysons. The facilities will collectively serve the entire urban center, as well as the surrounding communities. Development projects are expected to be phased so that the facilities described in the Public Facilities section are in place when the corresponding population and employment thresholds are reached.

Phased Site Development

It is anticipated that most development projects in Tysons will be phased over time. Each phase of a development proposal seeking rezoning approval should be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that should be addressed in the earliest phases of site development plans include critical links within the street grid, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Developments should be phased in such a way that interim conditions are experienced by pedestrians as a complete urban environment.

Parking ratios, if not set at the lowest levels from the onset, should be reduced over time. The amount of parking provided in any phase of a project should not encourage auto trips over transit.

Interim conditions that will enhance the urban character of Tyson are encouraged for the portions of a project that will not be built until the later phases. Examples include green space or a low intensity temporary use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid.



TRANSPORTATION

Today, the vast majority of people traveling to, from, within and through Tysons do so using private automobiles. While still accommodating automobiles, the transportation system in the future must give people choices for making these trips. Providing choices requires a balanced transportation system that: a) provides attractive public transportation connections between Tysons and other activity centers; b) moves people within Tysons via an enhanced connected network of walkable streets, bike lanes, and a robust transit network; and c) moves automobile traffic more efficiently to, from, and within Tysons. The planned extension of the Metrorail system, with four Metrorail stations in Tysons, offers an opportunity to create a well-balanced, interlinked, multimodal transportation network in Tysons.

Creating a livable and walkable place will require that the needs of pedestrians, bicyclists, and an effective circulation system be given preference in many circumstances over the need to move people exclusively by automobile. Streets help define the quality of the public realm in addition to accommodating vehicular traffic. Remaking Tysons into a great transit-oriented urban center will require a balance among safety, mobility, community and environmental goals in all transportation planning for Tysons.

In order to be successful, a fundamental transformation of Tysons' transportation system will be required. Several transportation elements must be created and/or enhanced. They include the following:

- The current superblock street network [should be](#) transformed into a system of smaller connected streets to [provide alternative](#) pathways for traffic flow. [This will also provide](#) a safe, accessible pedestrian and bicycle environment.

- Streets should become “complete streets”, designed to create a sense of place and promote walking.
- The transit system will serve regional trips with Metrorail and buses to Tysons.
- For trips within Tysons, a Circulator System that allows frequent, quick and inexpensive movement as well as easy connections to regional transit systems is needed. The Circulator System will initially operate on-street in mixed traffic and later on-street on its own right-of-way.
- A neighborhood feeder bus network should connect nearby communities to Tysons.
- Enhancements to the automobile network, such as a grid of streets, improved Beltway crossings, additional connections to the Dulles Toll Road, and state of the art traffic management systems will move vehicular traffic more efficiently around Tysons.

Tysons Corner is located at the intersection of two major regional freeways, the Capital Beltway (I-495) and the Dulles Toll Road (DTR) and surrounds the intersection of two major arterials, Leesburg Pike (Virginia Rt.7) and Chain Bridge Road (Virginia Rt.123). These major highways as well as other arterials have historically served the vast majority of trips to, from, and through the Tysons area. Although extensive, this highway network has become increasingly strained as the Washington, D.C. region has grown and Tysons has become one of the largest office and retail markets in the country. Although planned road improvements will reduce the increase in traffic congestion in and around Tysons, this strategy is not sustainable in the long term because of right-of-way limitations, the high cost of adding highway capacity, and limits in the accommodation of vehicle traffic in a dense urban environment such as what is planned for Tysons Corner.

In order to maintain a balance between land use and transportation, as well as create a healthier, more sustainable environment, alternatives to automobile travel, especially transit, will become increasingly important. For this reason, alternatives to automobile travel should meet increasingly higher targets over time. In order to achieve this, it is essential to successfully implement the following strategies:

- The provision of the necessary transit infrastructure and services to increase transit use over time.
- The achievement of higher vehicle trip reduction levels over time through transportation demand management programs including an increase in carpooling, telework, the application of variable working hours, and reducing the ratio of parking spaces to floor area.

The increase of residential development in Tysons over time will replace automobile trips to and from Tysons with walking or transit trips within Tysons. A monitoring system to verify these requirements are realized as planned and the ability to make adjustments if there are variations from the recommendations on how a balance will be maintained. The successful transformation of Tysons is highly dependent on the provision of transportation infrastructure, services, and programs in a timely manner.

These programs are in turn dependent on measured development growth, an optimum mix of land use, excellent urban design, and the successful integration of development with transportation infrastructure and services. Several significant transportation analyses were done to inform the Comprehensive Plan guidance on this balance between land use and transportation. The Scenario Analysis compared the impacts of different levels of growth. This analysis was done throughout the multi-year planning process. The Beyond 2030 Sketch Planning Analysis provided the target non-SOV mode shares that would be necessary beyond 2030.

A Countywide Transportation Demand Management (TDM) study was conducted to provide the County with the information necessary to institute robust TDM programs. The findings of this study were used to establish the TDM trip reduction goals and the new parking rates for Tysons Corner. To insure that the impacts on the areas surrounding Tysons were taken into consideration, a Neighborhood Traffic Impact Study was conducted. Finally, a Phasing Study provided insight into how the recommended transportation improvements should be prioritized.

TRANSPORTATION INFRASTRUCTURE AND SERVICES

Public Transportation

In order for Tysons to develop into a great urban center, public transportation needs to serve an increasingly higher percentage of trips over time. Specific goals for the percentage of trips served by public transportation at specified development levels are listed below. These goals account for people who work in Tysons but live outside Tysons, people who live in Tysons and work elsewhere, and those who live and work within Tysons. Metrorail is the most significant public transportation improvement and is expected to carry the majority of public transportation trips in the near term. Metrorail will serve passengers travelling to Tysons from the Dulles Corridor to the west and from Arlington and the District of Columbia to the east; both directions contain significant residential centers. It will also serve residents of Tysons travelling to these areas, which are also major employment areas.

While Metrorail is necessary for Tysons to develop into an urban center, it is not sufficient to support development at the Comprehensive Plan level. Other regional high quality public transportation services, such as express bus routes serving Tysons from the regional network of HOV and HOT lanes, are needed. In addition, two urban rail transit corridors, with significant residential centers, need to connect to Tysons. ~~These regional rail and bus services will deliver passengers to only a few points within Tysons; these points are expected to be the four Metrorail stations.~~

A system of circulators is necessary to connect other areas of Tysons to the Metrorail stations and to provide a robust internal transit system within Tysons. Finally, local bus routes will continue to serve Tysons and these routes connect nearby communities to Tysons for trips that are generally shorter than the trips served by the regional rail and bus network. All of these public transportation services are described in more detail below.

Public Transportation Goals

To support the level of development at the Comprehensive plan level for Tysons Corner, it is necessary for transit to achieve a 31% mode share of all person trips to, from and within Tysons Corner during peak periods. (Mode share is defined as the percentage of person trips that use a specific mode of transportation.) ~~This level of transit use should be achieved by increasing transit serving Tysons Corner as the level of development increases in Tysons to achieve the mode share as indicated in Table 3. As the level of development in Tysons increases, the transit mode share should increase, as shown in Table 3, so that a 31% transit mode share can be achieved at the Comprehensive Plan level.~~

Table 3
Transit Mode Share at Increasing Levels of Development

Development Levels (total GFA, sq. ft.) and forecast timeframe	Required Transit Mode Share During Peak Periods (person trips, all trip purposes, to and from Tysons Corner)		
	TOD Areas	Non-TOD Areas	All of Tysons
84 million (2030)	25%	13%	22%
96 million (2040)	29%	15%	25%
113 million (2050) (Comprehensive Plan Level)	36%	18%	31%

Note: The required transit mode shares specified in this table are included as a strategy to meet a target automobile trip reduction level to be achieved through transportation demand management. Please refer to Table 6 for recommended transportation demand management goals.

1. To be able to achieve the increase in transit use as indicated in Table 3, the following transit services should be provided for Tysons Corner. The projected timing of these improvements is listed in Table 8.
 - a. The extension of Metrorail in the Dulles Corridor to Loudoun County with four stations located in Tysons Corner
 - b. Express bus/BRT routes on I-66, I-95/I-495 and Leesburg Pike east of Tysons Corner
 - c. A Circulator System serving Tysons
 - d. Expanded local bus service
 - e. Additional BRT routes and other supporting services including park-and-ride and feeder bus routes to rail stations.
 - f. At least two additional urban rail corridors with substantial TOD development; for example, a more direct connection to a future Orange Line extension and a Beltway rail line to Montgomery County, both having TOD at their stations.
2. Regardless of mode type, transit improvements should be planned in accordance with estimated trip-making characteristics and should contain the following characteristics that make transit effective and convenient such as:
 - a. Directness of travel
 - b. Simplicity, connectivity, and ease of transfers
 - c. Operating flexibility
 - d. Efficient and effective integration with other modes
 - e. Efficient and effective placement of stops and operational facilities

Metrorail

The extension of Metrorail into the Dulles Corridor, with four stations located within Tysons, will offer mobility and accessibility from many portions of the region to Tysons. More importantly, Metrorail will provide a necessary alternative to the automobile in order for Tysons to retain its economic viability and achieve its full potential. The Metrorail service will also provide greater opportunities for people to reside in Tysons and use transit for much of their daily travel. Map 5 shows the locations of the four Tysons Metrorail Stations.

Map 5:
Metrorail Station Map



Metrorail service is anticipated to operate seven days a week from early morning until at least 12 midnight. During rush periods, trains will operate seven minutes apart to provide frequent and reliable service to commuters and the Tysons workforce. During the midday, nights, and weekends, off-peak service will be provided, with trains operating every 12 minutes. Metrorail stations in Tysons will also serve as transportation hubs allowing for convenient intermodal transfers, the provision of bicycle storage and rental facilities, and short term rental car spaces.

Express Bus Service/Bus Rapid Transit (BRT)

Express bus service is a high-speed limited-stop service generally operating within transportation corridors oriented to a principal destination. It consists of longer trips, especially to major activity centers during peak commuting hours, and operates long distances without stopping. Bus Rapid Transit (BRT) is a limited-stop service developed in the 1990s that relies on technology to help speed up the service. It combines the quality of rail transit and the flexibility of buses. Bus Rapid Transit can operate on exclusive rights-of-way, within high-occupancy-vehicle (HOV) lanes, on expressways, or on ordinary streets.

The opening of the Beltway High Occupancy Toll (HOT) lanes with three new connections to Tysons provides an opportunity to serve Tysons with a significant express bus

network extending on the regional HOV/HOT network to destinations such as the I-95 corridor and the I-66 corridor. These corridors are identified as “Enhanced Public Transportation Corridors” in the Fairfax County Transportation Plan. This designation indicates that major public transportation facilities could be added to these corridors based on a comprehensive alternatives analysis at some point in the future.

Along with Metrorail and light rail, Bus Rapid Transit and express bus services are potential options. Serving Tysons with robust express bus service is needed to complement Metrorail. These express buses are likely to use the Metrorail stations as terminal points and having passengers transfer there to an internal Tysons circulation system just like Metrorail passengers.

System of Circulators

In order to increase the use of Metrorail for trips to, from and within Tysons, it is essential to provide a system of transit circulators. The circulators therefore will have two main functions:

1. To provide quick and convenient access for Metrorail passengers to and from locations within Tysons but beyond walking distance from the Metrorail stations.
2. To provide a quick and convenient way to travel within Tysons.

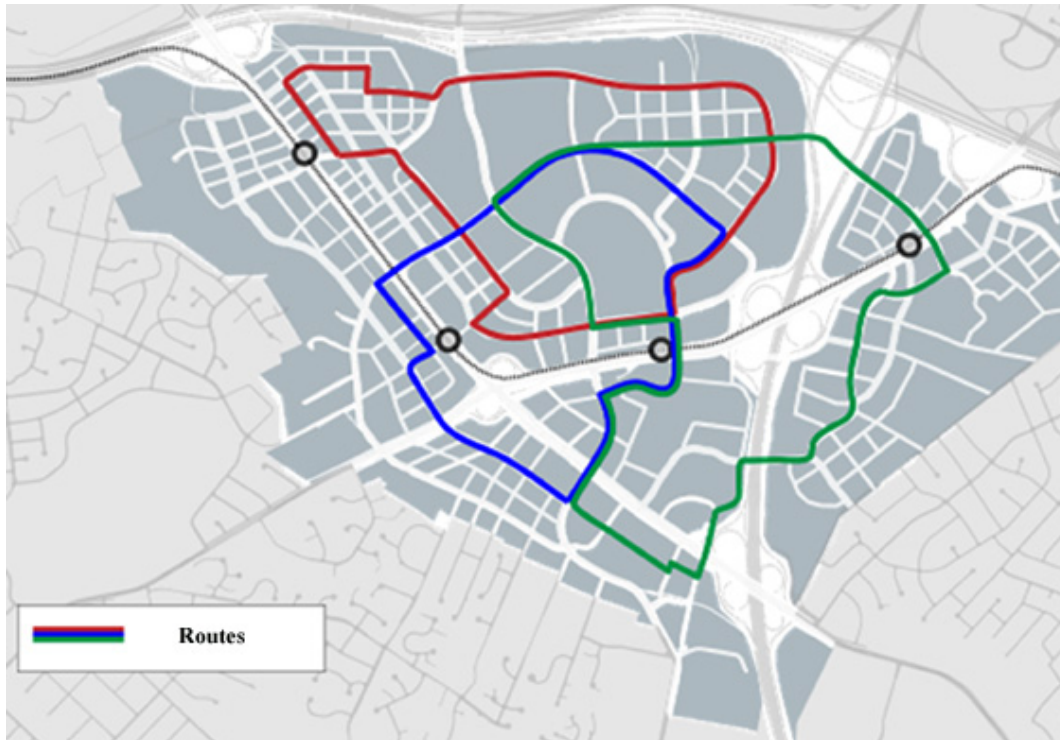
A system of circulator routes is proposed to connect most of Tysons, specifically the North Central, East Side and Old Courthouse Districts, with the four Metrorail stations and other districts in Tysons. To facilitate use of the Circulator System, it must be integrated with all other transit serving the greater Tysons area and be accessible, frequent, and convenient for users. In order to accomplish this goal, the circulators should operate in their own, dedicated right-of-way. The first phase of the Circulator System, serving the Metrorail stations immediately after opening, will be bus service operating in mixed traffic on existing rights-of-way.

Over the long term the Circulator System may evolve through several phases, transitioning from buses operating in mixed traffic to buses operating on exclusive rights-of-way to, when feasible, a fixed guideway operating on exclusive rights-of-way. A storage and maintenance facility within Tysons will be necessary to support a fixed-guideway system. Map 6 shows a conceptual system of circulator routes that could serve Tysons once the grid and two new Beltway crossings are constructed. The ultimate alignment will likely change based upon the results of the Circulator Study and other factors, such as the availability of the necessary rights-of-way. The following objectives should guide the implementation of the Circulator System:

- The circulators should extend the reach of the Metrorail System and connect the various districts within Tysons.

- The connection with the Metrorail stations should be as close as possible to the station entrances. If a circulator route cannot be adjacent to a station entrance, a clear visual connection should be maintained for the convenience and perceptions of users.
- The Circulator System should decrease auto-based trips. In addition to increasing transit mode share and decreasing vehicle use by making travel to, from and within Tysons more attractive, the circulator should be convenient enough to serve as a substitute for long walking trips within Tysons.
- The circulator routes should include service to locations with higher existing concentrations of trip origins (e.g. Freddie Mac, Gannett) and future high concentrations of residential and employment areas.
- ~~Some overlap of circulator routes will be desirable to facilitate car maintenance if a fixed guideway system is implemented.~~
- The circulators should reflect industry best practices including the provision of real-time arrival information at station locations.
- Signal priority should be provided to circulators and to selected bus routes ~~that overlap circulator routes.~~
- Circulator stops should be comfortable for passengers, providing protection from the weather and real-time schedule information.
- The circulators should preferably travel in both directions on each of the proposed circulator routes to maximize accessibility to the four Metrorail stations.

Map 6
Conceptual Circulator Routes



Note: Map 6 shows the routes for a conceptual Circulator System. The Circulator System study will refine these alignments and a new system map will be developed.

Local Bus Service

Over one dozen bus routes currently serve the Tysons area, with about two-thirds of these routes being operated by WMATA and the others by the Fairfax Connector. These routes connect Tysons to the Metrorail system and directly to various parts of northern Virginia, including McLean, Falls Church, Vienna and Arlington. Most of the routes stop at the Tysons Corner Center and some routes provide connections to various parts of Tysons. Overall, though, these bus routes do not provide an effective circulation function within Tysons.

When the Metrorail extension opens, these routes are expected to be realigned to provide better service to the new Metrorail stations, while other existing routes may be eliminated or replaced by modified routes or the extended Metrorail service. Bus service frequencies will also be modified for other routes to achieve consistency with new transit service in the corridor, to better coincide with Metrorail headways and to reduce duplication of service where it exists.

Multimodal Transportation Hubs

Multimodal Transportation Hubs, strategically placed close to Metrorail and circulator stations and/or other retail, employment and residential centers, are needed to allow flexibility in trip making within Tysons. These hubs should provide the following:

- Alternative modes for transit users to reach final destinations that are beyond walking distance from transit stations.
- The ability of Tysons residents and workers to travel within Tysons and beyond without the need to own or use a private vehicle.

Multimodal transportation hubs are envisioned to provide alternative modes of transportation and transportation services including:

~~Multimodal transportation hubs could provide most or all of the following modes of transportation and transportation services:~~

- Transit (rail and/or bus)
- Bike sharing
- Car sharing
- Other personal transportation devices
- Taxis

Some transportation services such as bike sharing, car sharing, and other personal transportation devices can be provided by a retail service.

The Road Network

Overview

The following principles are adapted from the document “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities,” published by the Institute of Transportation Engineers (2008). They describe an approach to the planning and design of urban street networks that should be followed in Tysons:

- Street network planning should address mobility and access needs associated with passenger travel, goods movement, utilities placement and emergency services.
- The reservation of rights-of-way for the ultimate width of streets should be based on long term needs defined by objectives for community character and mobility.
- Street network planning should be refined and updated to define alignments and establish the role of streets as more detailed planning and development occurs.
- Street networks should provide a high level of connectivity so that drivers, pedestrians and transit users can choose the most direct routes and access urban

- properties. Connectivity should support the desired development patterns. Street networks should provide intermodal connectivity to easily transfer between modes.
- Street network capacity and redundancy should be provided through a dense, connected network (a grid) rather than through an emphasis on high levels of vehicle capacity on individual arterial facilities. This approach ensures that the street network can support other objectives such as pedestrian activity, multimodal safety, access to rail stations, and support for adjacent development.

Context Sensitive Solutions

Context Sensitive Solutions (CSS) should be applied in the planning and design of transportation projects in Tysons. CSS is a process of balancing the competing needs of many stakeholders starting in the earliest stages of project development. It also includes flexibility in the application of design controls, guidelines and standards to design a facility that is safe for all users regardless of the mode of travel they choose. CSS aims to achieve the following:

- Balance safety, mobility, community and environmental goals in all projects.
- Involve the public and stakeholders early and continuously throughout the planning and project development process.
- Use an interdisciplinary team tailored to project needs.
- Address all modes of travel.
- Apply flexibility inherent in design standards.
- Incorporate aesthetics as an integral part of good design.

Grid of Streets

Tysons currently consists of large superblocks with a relatively small number of streets. This places excessive reliance on the street system to move vehicle traffic, and the large block size inhibits transit use, pedestrian and bicycle movement. A grid of streets with smaller block sizes is typical in urban areas. It disperses vehicle traffic and improves mobility for pedestrians and bicyclists. A smaller block size will make a more walkable Tysons by creating convenient and short walk distances. A grid of streets concept is shown in Map 7. A perfect grid is unlikely in Tysons Corner due to the alignment of existing roads and topographical constraints. However, where possible, a grid of streets should be planned.

In planning the grid of streets, the following should be taken into consideration:

- Maximize continuity within the grid of streets.
- Avoid intersections with an acute angle, awkward dog legs, and intersections with more than four legs.
- Provide good pedestrian access to Metro stations.

- Block sizes should generally be within a 400 foot to 600 foot range with a maximum perimeter length of 2,000 feet.
- Any block longer than 600 feet should contain a mid-block pedestrian connection.
- Service streets should have sufficient rights-of-way to provide for a pleasant pedestrian environment where applicable.
- Block faces along Route 7 and Route 123 should ideally be 600 feet.
- Where possible, even spacing between intersections should be maintained.

With the provisions described above, the street network in Tysons Corner will be enhanced and will provide for greater network density and more direct connections between various locations, as well as better accommodating both cars and pedestrians. This network will contain more secondary (i.e., local and collector) streets, providing more choices [for connectivity](#) than [the existing arterial network](#). Research and experience indicates that in areas with a fine grid of streets and a mix of land uses, people use transit more and make fewer auto trips than their neighbors in typical suburbs.

The grid of streets should be supported by a street hierarchy that allows different types of trips to use different streets. People wishing to travel across Tysons can choose to use a major arterial, such as Route 7. Others who only need to travel a couple of blocks will have a choice to travel on a smaller street within the grid of streets.

Although Fairfax County has in the past used the traditional nomenclature of major arterial, minor arterial, collector and local streets to functionally classify streets and highways, a parallel, urban design oriented nomenclature is also used for classification purposes in this text. Table 4 provides a cross-reference between the two classification schemes.

Table 4
Cross-Reference Between Traditional Highway Functional Classification Terms and
Urban Design Oriented Functional Classification Terms

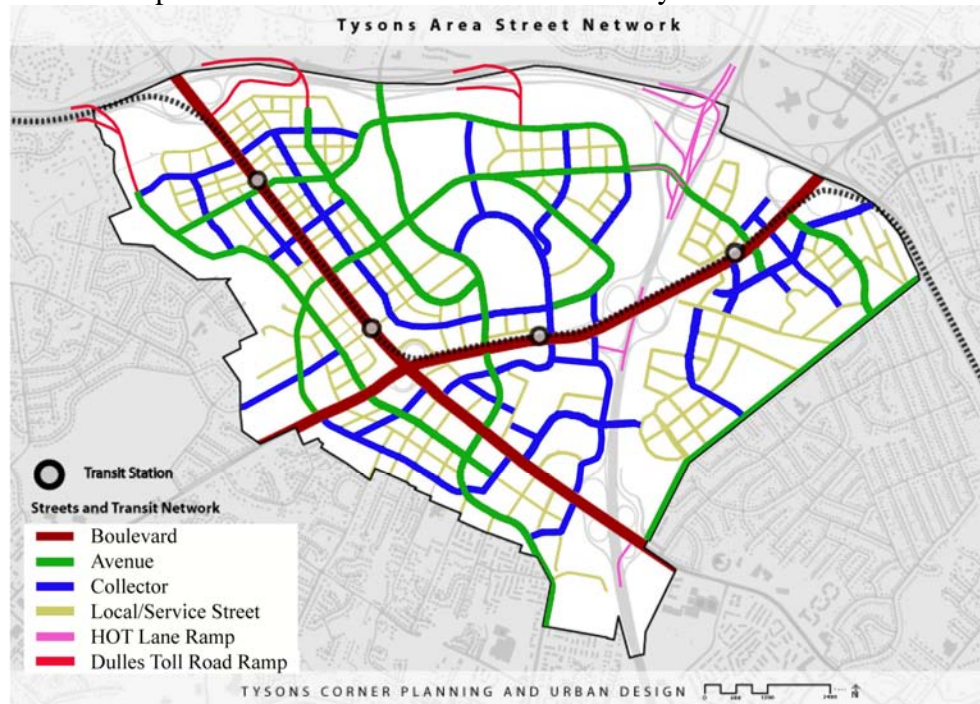
Highway Functional Classification	Urban Design Functional Classification
Primary Major Arterial	Boulevard
Minor Arterial	Avenue
Collector	Collector
Local	Local Street / Service Street
N/A	Service Street

Note: The cross-references shown in the table above are general in nature. Some variations may occur.

Map 7 shows a functional classification of the Tysons street network, including the grid of streets, HOT lane ramps and proposed ramps to the Dulles Toll Road. The functional classification of streets in Tysons should be updated as the results of further related studies become available. [Map 7 shows the conceptual grid of streets for Tysons](#)

Corner, including service streets. Future engineering analyses will result in updated versions of this map. It is expected that the design and construction of grid segments necessary to maintain acceptable traffic circulation for an individual development will be provided by that development.

Map 7
Conceptual Functional Classification of the Tysons Road Network



Staff Note: The above map includes modified road classifications. For example, some Avenues were changed to Collector roads.

Official Map of Public Streets in Tysons

The proposed “Grid of Streets” is critical to the future form and function of Tysons. The implementation of this network of arterials and local streets will be extremely challenging. Engineering studies will be done to refine the conceptual grid shown above. Consideration should be given to creating and adopting an “official map” of public streets in Tysons. An official map is a description of planned public streets. This map will establish the location and character of the public street network. It should be created with input and cooperation from local landowners, the Virginia Department of Transportation, and the Fairfax County Department of Transportation, and be adopted by the County.

The official map would be based on preliminary engineering and design, in order to determine what is feasible to implement in each district. Adoption of an official map would help in the review of development applications.

Street Types and Design Guidelines

Street types describe the street as an element of the comprehensive framework of Tysons. Street types respond to the needs of traffic from vehicles, bicycles and pedestrians. Street types in Tysons have been identified, with a conceptual overview of each type's functionality, cross-section, scale, modal mix, and character provided on the following pages. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations.

Within Tysons Corner, pavement cross-sections are to be designed to fit in an urban environment meeting the goals of Context Sensitive Solutions (CSS) while addressing safety, operations, and capacity needs. The following should be taken into consideration in the design of streets in Tysons Corner:

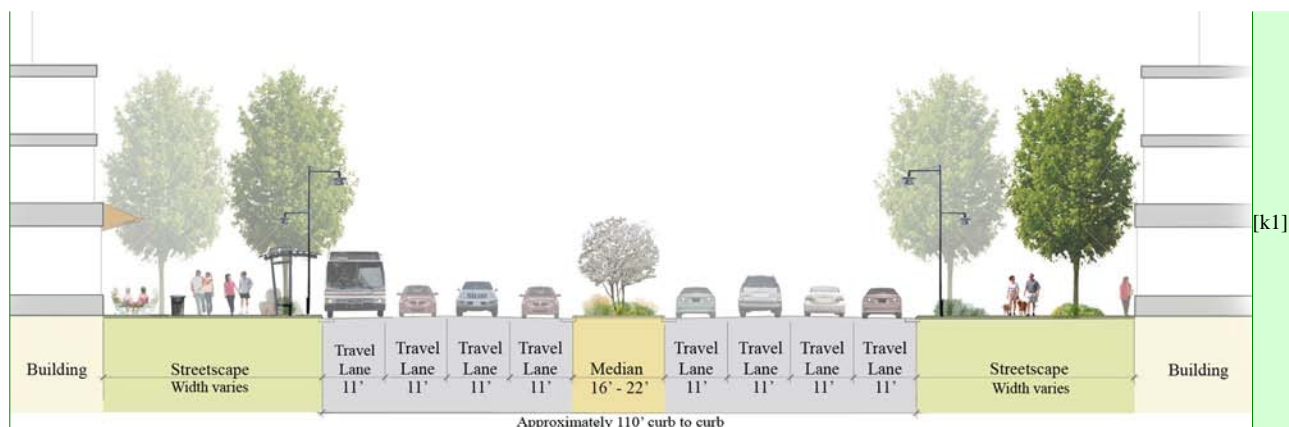
- Continuity of streets is desirable in order to achieve a more effective grid.
- Streets in Tysons Corner will be designed as complete streets, addressing the pedestrian experience and contributing to creating great places. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. In a TOD, streets will need to be great places for walking, for commerce, and for casual interaction and for moving traffic. Streets in TOD areas are expected to be attractive environments for walking, commerce, and casual interaction in addition to their function of moving traffic.
- Urban design guidelines for streets, including enhanced pedestrian elements such as sidewalks buffered from traffic by street trees, and bicycle enhancements such as separate bike lanes, address the elements of a complete street. Although typical street cross sections are included below, final street designs may include some variations, such as lane width, sidewalk width, or building setback to reflect the changing context of the street as it passes through the many neighborhoods and districts within Tysons.
- Parking is expected to occur on avenues, collectors, and local streets.
- Allowances should be made for parking to be prohibited during peak periods due to traffic capacity needs at some locations.

Boulevards (Major Arterials)

Boulevards will be the most important multi-modal connectors and thoroughfares within Tysons. In addition to carrying the largest volume of automobile traffic, they also have the ability to accommodate the Metrorail, circulator, bus, bicycle, and pedestrian modes within their rights-of-way. Route 7 and Route 123 are both boulevards (major arterials).

Boulevards may have three to four travel lanes in each direction. Medians are necessary to provide a pedestrian refuge, rights-of-way for turn lanes and/or to accommodate Metrorail on portions of Routes 7 and 123. In addition, boulevards will have wide sidewalks with street trees on each side. Some portions of boulevards may include shared or dedicated lanes for the Circulator System.

Figure 1
 Boulevard section with landscaped median



Note: The outside lane in the Boulevard Street Section may be used for on-street parking where applicable.

Figure 2

~~Boulevard section with no median~~

~~Note: The outside lane in the Boulevard Street Section may be used for on-street parking where applicable.~~

Boulevard cross section dimensions:

- ~~16 to 22 foot median without Metrorail.~~ The desirable width of the median is 20 feet to allow safe pedestrian refuge.
- ~~2436 foot median (36 feet at stops) to accommodate the Circulator. 60 to 90 foot median with Metrorail.~~
- 3 to 4 lanes per direction (11 feet for each lane).
- Refer to the Urban Design Recommendations for guidance on the streetscape.

• ~~If the outside lanes are used as travel lanes, an additional two feet needs to be added for the gutter pan.~~

• ~~When a median is provided, a one foot shy line should be provided on each side of the median.~~

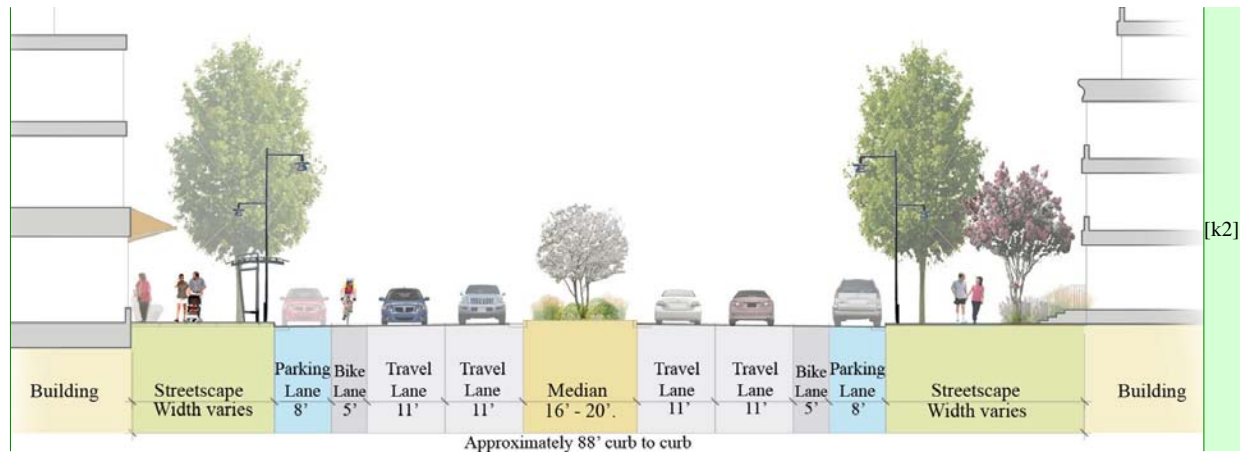
Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Avenues (Minor Arterials)

Avenues within Tysons can play a role in taking the pressure off the boulevards by diverting vehicular traffic from the boulevards to the avenues. Portions of avenues may also accommodate circulators and provide desirable addresses to new business and residential development. Boone Boulevard, Greensboro Drive and Westpark Drive are examples of avenues. These streets may generally have two travel lanes in each direction, on-street parking, wide sidewalks, and bike lanes. Medians are not preferred but may be necessary depending on design, safety, operation, and capacity considerations. ~~to provide pedestrian refuge, turn lanes or rights-of-way for the circulator.~~

Additionally, avenues extend into the interior of Tysons, connecting residential and employment areas. Uses and character of avenues will range from transit oriented mixed-use with street level retail within the station areas, to neighborhood residential within non-station areas like East Side and North Central. Many portions of the avenues could also accommodate circulators on shared or dedicated lanes.

Figure 2
 Avenue section with landscaped median



Note: The outside lane in the Avenue Street Section may be used for on-street parking where applicable

Figure 3
 Avenue section with Circulator

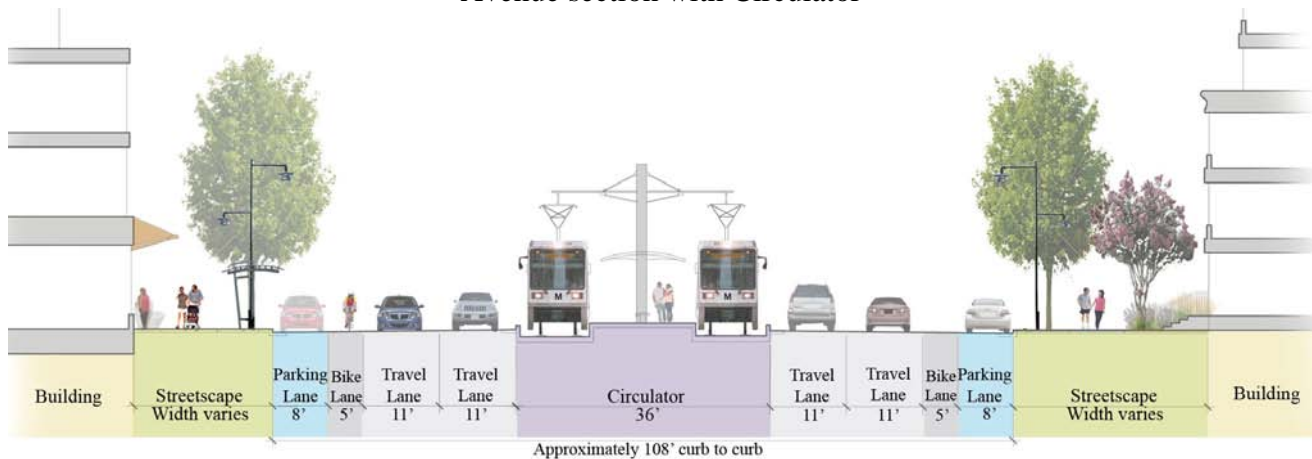
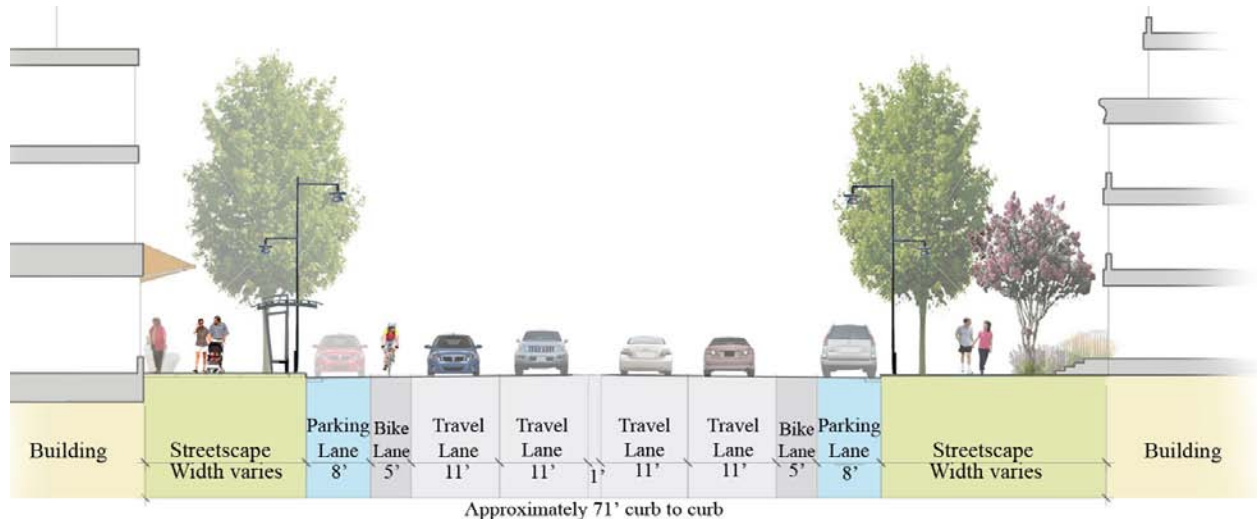


Figure 4
Avenue section with no median



Note: The outside lane in the Avenue Section may be used for on street parking where applicable

Avenue cross section dimensions:

- 16 to 22 foot median, if provided. The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.
- 2436 foot median (36 feet at stops) to accommodate the Circulator where applicable.
- 2 or 3 travel lanes per direction (11 feet minimum for each lane).
- On-street parallel parking is recommended. This parking may be prohibited during peak periods to address traffic capacity needs on some streets.
- 8 feet for on-street parallel parking per direction.
- 5 foot on-road dedicated bike lane per direction.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements. For example, a parking lane and a bicycle lane may be combined to operate as a travel lane during peak periods in some locations.

Collector Streets (Collector)

Collector streets within Tysons will connect local streets, with slow-moving traffic, to higher speed facilities like avenues and boulevards. Collector streets typically have one or two travel lanes in each direction. They are slow-moving lanes with traffic calming elements such as bulbouts at intersections, frequent pedestrian crossings, parallel on-street parking, bike lanes and wide sidewalks to maximize walkability. Medians are not preferred but may be necessary to provide pedestrian refuge, turn lanes or rights-of-way for the circulator.

Figure 5
Collector Street section with landscaped median

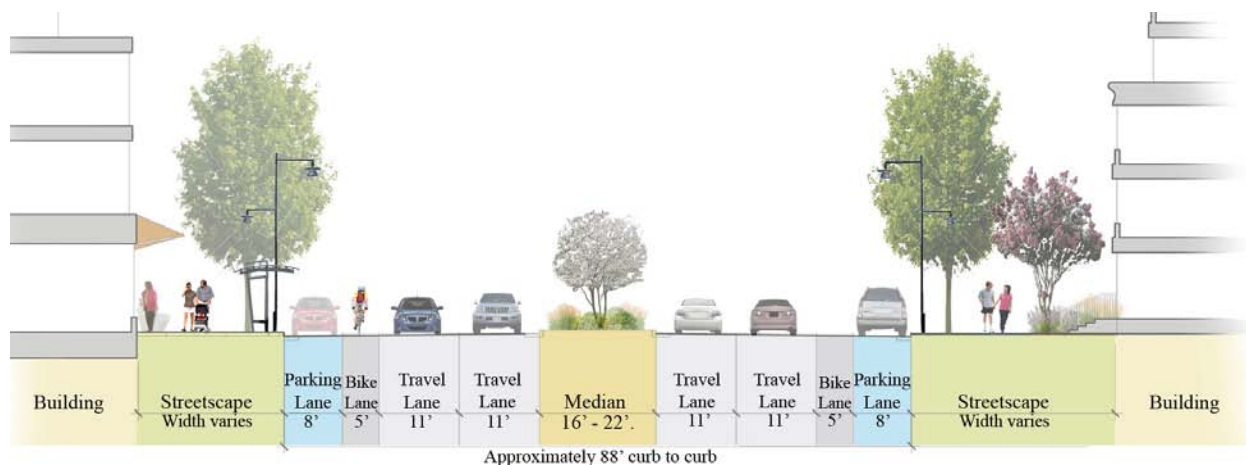


Figure 6
Collector Street section with Circulator

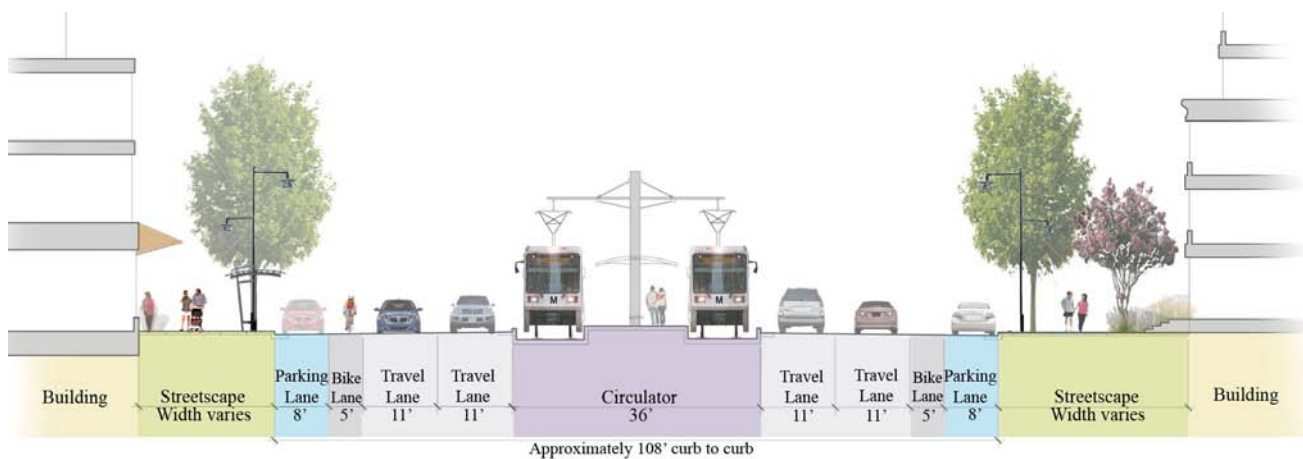
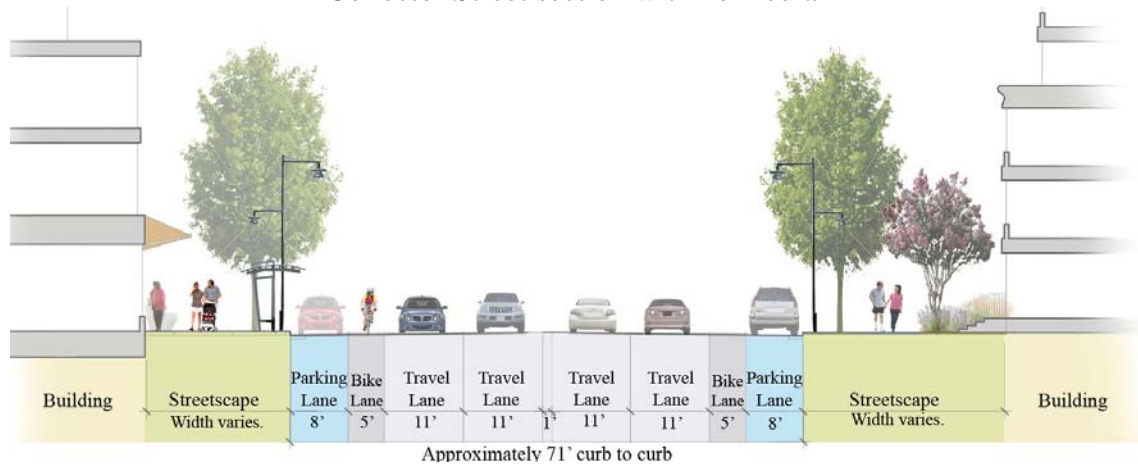


Figure 7
Collector Street section with no median



Collector Street cross section dimensions:

- ~~16 to 22 foot median, if provided.~~ The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.
- ~~24~~36 foot median (36 feet for stops) to accommodate the Circulator where applicable.
- 2 travel lanes per direction (11 feet minimum for each lane); 1 travel lane per direction under certain circumstances.
- 8 feet for on-street parallel parking per direction.
- 5 foot on-road dedicated bike lane per direction.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

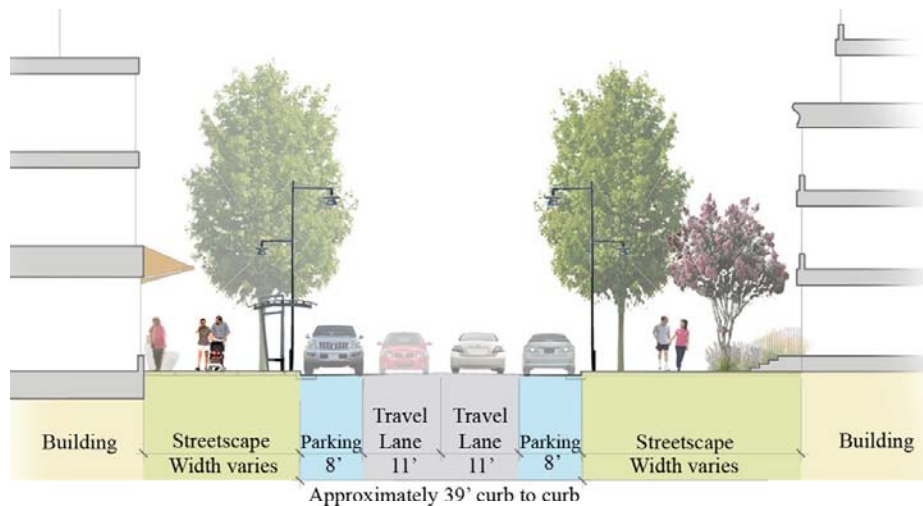
Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Local Streets (Local)

Local streets will generally be the lowest volume streets within Tysons and will carry slow-moving traffic. ~~and will have frequent crosswalks, stop signs and other traffic calming elements.~~ Medians should not be considered. They will serve residential and/or employment uses on either side with entrances and windows opening on the sidewalks.

Local street sections are generally narrow, with one lane in either direction, and are flanked by on-street parking on both sides. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bicycle lane.

Figure 8
Local Street section



Local Street cross section dimensions:

- No medians should be considered.
- 1 travel lane per direction
- 10 feet ~~minimum for each~~ lane widths may be considered for residential streets.
- 8 foot on-street parking per direction.
- Local streets are low speed facilities that may not require bike lanes.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

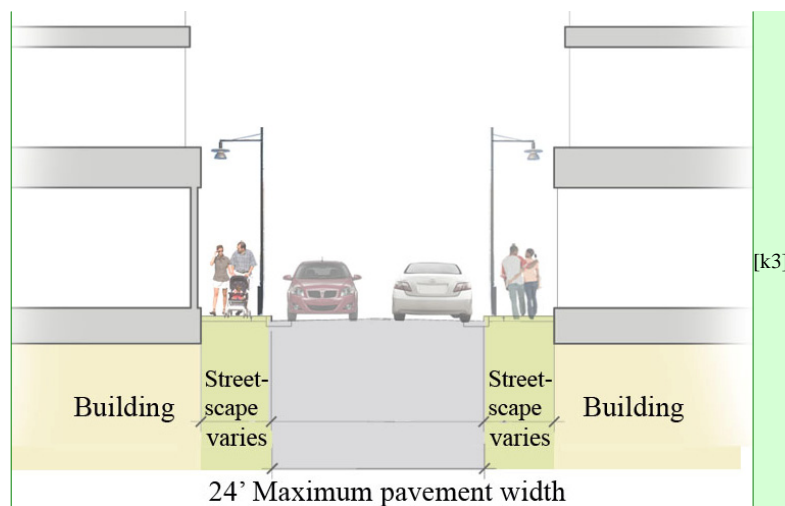
Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Service Streets (No Functional Classification)

Service streets are very low speed, generally privately maintained facilities that typically run between buildings to provide access to parking garage entrances, loading and refuse containment areas. Connections to local streets and collectors are encouraged.

Service street sections are narrow, with one lane in each direction and no median.
Service alleys should be designed to maximize functionality for service vehicles.
Allowances should be made for pedestrian access as needed.

Figure 9
Service Street section



Service Street cross section dimensions:

- No medians should be considered.
- 1 travel lane per direction.
- Street widths should accommodate expected service vehicles.
- Parking and bus access is not anticipated. ~~Bicycle access is not anticipated.~~
- Landscaping should not conflict with large vehicle movements.
- Mountable curbs should be considered.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Highway Connections and Beltway Crossings

Physical improvements to the roadway and transportation infrastructure are necessary to achieve critical access and egress for Tysons. In addition to the grid of streets, the following improvements should be constructed.

- A new Beltway crossing connecting Jones Branch Drive to Scotts Crossing Road (extension of High Occupancy Toll connection), including pedestrian and bicycle access.
- A new Beltway crossing connecting the Tysons Corner Center area to Old Meadow Road (limited to transit, pedestrians and bicyclists).
- Ramps connecting Greensboro Drive extension to westbound Dulles Toll Road.
- Ramps connecting Boone Boulevard extension to westbound Dulles Toll Road and eastbound Dulles Toll Road to the Boone Boulevard extension.
- Ramps connecting Jones Branch Drive to westbound Dulles Toll Road and eastbound Dulles Toll Road to Jones Branch Drive.
- A collector-distributor road system on the Dulles Toll Road between the Route 7 interchange area and the Hunter Mill interchange area.
- An additional lane on the Outer Loop of the Beltway (I-495) between the Route 7 on-ramp and I-66.
- Interchange improvements at Dulles Toll Road and Route 7; and
- Interchange improvements at Dulles Toll Road and Spring Hill Road.

These improvements need to be designed to fit into the new Tysons, sensitive to the context in which they will be implemented.

Bicycle Network

~~Through the grid of streets, the bicycle network will be enhanced and the mode share of non-auto trips increased. The expanded street network and the associated street types will improve connectivity and provide a safer environment for bikes by providing sidewalks and dedicated bike lanes. As the grid of streets is refined, careful thought should be given as to how bicycles will be integrated and how connections will be made to transit. In general, the bicycle network should be more extensive closer to the transit stations, with alleys and dedicated bike paths mid-block.~~

~~Wayfinding signs throughout Tysons would provide information about destinations and paths of travel to assist bicyclists. Map 8 shows a general concept for provision of bicycle facilities in Tysons. Provision for bicycle facilities should be coordinated with the efforts of the Fairfax County Bicycle Initiative. Once a Tysons Corner Bicycle Plan has been completed and adopted, it should take precedence over the general concept map.~~

~~———— In addition to an easily accessible bicycle network, a number of additional facility improvements will encourage people to cycle. A number of these improvements will be relatively inexpensive and easy to implement. Some will be policy driven while others will be the provision of bicycle amenities such as bicycle racks. For instance, bicycle parking should be provided at all new buildings. These amenities will encourage non-motorized travel and make it easier and safer for cyclists to move to, within and through Tysons. Bicycle racks and other storage facilities should be located near transit stations and building entrances wherever possible. One or more “bike stations” in Tysons should also be incorporated as there will be a sufficient population of bicycle riders to support such a facility.~~

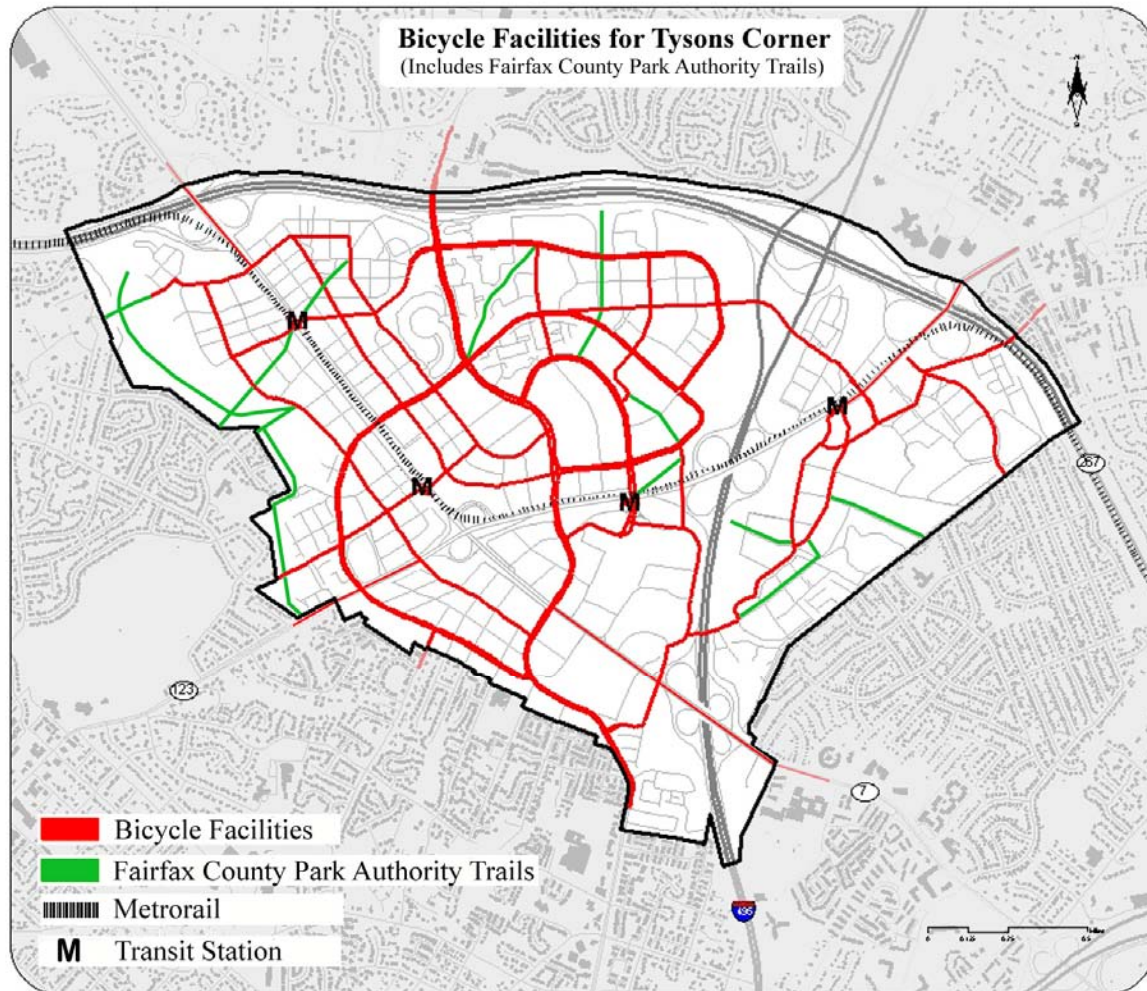
Bicycle Network

Tyson’s existing transportation network, with its superblocks, suburban character, and auto-related land uses, makes bicycling a challenge. Despite these conditions, Tysons has significantly more bicycle trips in, around, and through than other areas of the County.

In 2006, the Board of Supervisors unanimously approved a comprehensive bicycle initiative, a program designed to encourage bicycling and make Fairfax County bicycle friendly and safe. New streets will be designed and older streets retro-fitted to better accommodate bicycles. Transit options will become bike friendly with the addition of buses equipped with bicycle racks. Ample safe, secure, and convenient bicycle parking will be installed countywide. Comprehensive wayfinding signage will provide guidance and information about destinations and paths, while a network of interconnected shared use paths, interfacing with an on-road bike network, will establish a cohesive and connected transportation environment conducive to bicycling. The Tysons Corner Urban Center plan affords an opportunity to incorporate these elements of bicycling, making Tysons Corner a bicycle friendly community.

A conceptual bicycle network is shown on Map 8. A bicycle master plan study has been initiated for the greater Tysons area. Once completed, bicycle routes in, around, and through the urban center will be refined and Map 8 will be updated. It should be noted that bicycles facilities are shown on Route 7 and Route 123 entering Tysons. It is anticipated, as shown on the Countywide Trails Plan, that these will be off-road facilities. However, bicycle facilities within Tysons will be provided on alternate routes. Bicycle facilities are graphically depicted in Figures 1 - 9 of the previous section of this report, “Street Types and Design Guidelines”.

Map 8
Conceptual Bicycle Network for Tysons



Bicycle Parking

In an effort to encourage bicycling in Tysons, safe, secure, and convenient bicycle parking should be provided. This number should be in relation to the proposed land uses in the Tysons Plan. Based on national trends, using a mode share of 1% to 5% for bicycle trips, the following table reflects bicycle parking standards to be used in calculating the number of parking spaces for bicycles.

Table 5, Bicycle Parking Ratios for Urban Mixed Use Centers

<u>Type of Use</u>	<u>Requirement</u>
<u>Multi-Family Residential (per unit)</u>	<u>1 space for every 5 residential units and 1 visitor space for every 25 residential units or to the satisfaction of the Director of Transportation. Minimum is 2 spaces.</u>
<u>Commercial-Retail (per 1,000 sq. ft.)</u>	<u>1 employee space per 10,000 sq. ft. and 1 visitor space per 5,000 sq. ft. or to the satisfaction of the Director of Transportation. Minimum is 2 spaces.</u>
<u>Office (per 1,000 sq. ft)</u>	<u>1 employee space per 7,500 sq. ft. and 1 visitor space per 20,000 sq. ft or to the satisfaction of the Director of Transportation. Minimum is 2 spaces.</u>

Note: These ratios are subject to change. Final numbers and ratios will be developed and included in the "Fairfax County Policy and Guidelines for Bicycle Parking."

Bicycle parking is defined by two general categories:

- Short-term bicycle parking - Emphasizes convenience and accessibility, providing parking for visitors, shoppers, and guests. Short term parking is typically bike racks that are adjacent to primary entrances at libraries, municipal buildings, schools, and retail centers and are intended for site users. Racks should preferably be protected by the elements, and be highly visible.
- Long-term bicycle parking - Provides not only convenience but security. This type of bicycle parking accommodates employees and residents where parking duration is typically longer. Parking amenities include bike lockers, bike cages, and bike rooms. These facilities should be conveniently located, offer fully enclosed and locked storage.

Specific guidelines for bicycle parking will be addressed in the forthcoming documents: Bicycle Master Plan, Fairfax County Policy and Guidelines for Bicycle Parking, and Tysons urban design guidelines.

Wayfinding

An effective wayfinding system is integral to urban design since it enhances the comprehension and use of the built environment. A wayfinding system should be provided at Metrorail stations to orient first-time passengers disembarking in Tysons and should:

- Guide vehicular, bicycle and pedestrian traffic to primary public, cultural, and recreational locations while providing a unified design standard and expressing a sense of place.
- Deliver information at locations where it is most needed.
- Guide Metrorail passengers to main destinations within walking distance and to locations where feeder-distributor modes, such as a circulator, can be accessed to reach destinations beyond walking distance.
- Identify bikeable routes and provide bike route destinations and distance information. Signage should conform to the new revised bicycle wayfinding guidelines as defined in Chapter 9 of the Manual of Uniform Traffic Control Devices, 2009 (MUTCD).
- Provide consistent, clear, and attractive signage that is easy to maintain.
- Include stakeholder involvement in the design of the system.
- Include signs that are designed to easily accommodate changes in the venues listed on the signs.
- Include real-time parking availability information.

Detailed guidelines for wayfinding signage will be addressed in the forthcoming Tysons urban design guidelines.

Level of Service

Impacts on Roads

An overall Level of Service (LOS) 'E' goal is expected for the street network in Tysons Corner. At locations where a LOS E standard cannot be attained or maintained with planned development, remedies should be proposed to offset impacts using the tiered approach described below. Where applicable, a higher level of delay (LOS E) is acceptable for vehicular traffic. At locations where a LOS E standard cannot be attained or maintained, remedies should be considered and provided to offset impacts using a tiered approach as described below. Land use changes, off-site improvements, and/or contributions toward future improvements in lieu of intersection mitigation may be considered. These remedies should help reduce or mitigate area traffic, and/or improve the future accessibility or capacity of the transit and/or roadway system serving the area where the development is located.

In the development review process, mitigation of problem locations should follow the following sequence:

1. First, determine whether addition of capacity and/or increased operational efficiency is possible. The widening of roads by adding exclusive turn lanes and/or through lanes will in most cases not be desirable since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians. In lieu of the addition of lanes, it is preferable to add links to the grid of streets where applicable and possible to promote the build out of the grid of streets and to create additional diversionary paths for vehicles.
2. Failing that, decrease future site-generated traffic by: changing the mix of land use within the parameters of the applicable land use guidelines for Tysons (e.g., replacing office or retail uses with residential use), increasing transit use through provision of additional and improved services, and/or optimizing the application of TDM measures which might include greater transit use, walking and bicycling.
3. If the previous measures do not provide adequate improvement of LOS, a development proposal or phase of development may need to be conditioned on completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the Tysons area may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements.

~~Failing that, and depending on the severity of a problem location that cannot be mitigated, a development proposal or a phase of a development proposal that causes the problem location might have to be made contingent upon offsetting measures or improvements being in place before the development or development phase can proceed. For problem locations that are less severe, appropriate contributions should be made to a fund for mitigation of problem locations.~~

Impacts on Transit, Pedestrian, and Bicycle Facilities

A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service should be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless needs to be maintained.

A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections. Within TOD areas, preference should be given to the maintenance of a high level of service for transit, cyclists, and pedestrians. Impact studies within TOD areas should quantify the level of service for all applicable modes (vehicular, transit, pedestrians, and cyclists) by applying up-to-date, standard techniques.

TRANSPORTATION MANAGEMENT

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors. The result is more efficient use of the existing transportation system. Transportation Demand Management is a critical component of this Plan. Traffic needs to be minimized to decrease congestion within Tysons, to create livable and walkable spaces, and to minimize the effects of traffic on neighboring communities.

When the four Metrorail stations open in Tysons and denser mixed-use transit-oriented development is constructed surrounding the stations, a substantial percentage of travelers are expected to commute via Metrorail without any TDM programs in place. This development pattern will also reduce the need for driving trips because jobs, housing, shopping, recreational and cultural opportunities will be close at hand and accessible by walking or a short transit ride.

A broad, systematic, and integrated program of TDM strategies throughout Tysons can further reduce peak period single occupancy vehicle trips, as well as increase the percentage of travelers using transit and non-vehicular modes of transportation. TDM programs should embrace the latest information technology techniques to encourage teleworking, provide sufficient information to enable commuters and other trip makers to choose travel modes and travel times, or decide if travel is actually necessary at that time.

A large component of TDM will be the promotion of the programs to the various stakeholders within Tysons. A Transportation Management Association should be established to coordinate TDM outreach. At a minimum, development proposals should include the following elements associated with their TDM program:

1. Indicate the trip reduction goals over time (2050 and interim development levels) by using the values specified in Table 6.
2. TDM implementation plans. TDM implementation plans should include at least the following:
 - a. evaluations of potential TDM measures
 - b. [listing of TDM measures to be provided](#)
 - c. [listing of alternate TDM measures which may be provided](#)
 - d. phased trip reduction goals
 - e. implementation budgets
 - f. monitoring arrangements and [associated remedial and contingency funds.](#)
[The remedial fund is to be used if TDM goals are not met and the](#)

contingency fund is used if unanticipated changes in travel behavior (Tysonswide) result in an increase in the TDM trip reduction goals. Please see the TDM Monitoring section.

3. Commitments to ensure Transportation Demand Management efforts are successful. These may include parking plans that reduce parking ratios before latter phases are constructed, phasing plans that tie future development to recording successful vehicle trip reductions, remedy funds to improve TDM program delivery, and penalties to deter non-compliance.
- ~~3. To ensure Transportation Demand Management efforts are successful, development proposals should commit to phasing plans that are conditioned on recording successful vehicle trip reduction in built phases before construction on subsequent phases begins.~~

Areas closest to the Metrorail stations should have higher transportation demand management requirements. Within 1/8 mile of the stations, development should provide the greatest incentives to reduce single-occupant vehicle commuting. The recommended TDM trip reductions of traffic generation estimates provided by the Institute of Transportation Engineers (ITE) are shown in Table 6.

Table 6
TDM Vehicle Trip Reduction Goals
for Commercial and Residential Development

Development levels in total square feet (with corresponding forecast year)	TDM Vehicle Trip Reduction Goals, (Percentage Reduction from ITE Rates)			
	TOD Locations			Non-TOD Locations (more than 1/2 mile from station)
	0 to 1/8 Mile from Station	1/8 to 1/4 Mile from Station	1/4 to 1/2 Mile from Station	
2010 to 2020	45%	35%	30%	25%
84 million (2030)	55%	45%	40%	35%
96 million (2040)	60%	50%	45%	40%
113 million (2050) (Comprehensive Plan Level)	65%	55%	50%	45%

Note: TDM reductions include a reduction in vehicle trips due to transit. See Table 3 for transit modal split goals.

The TDM trip reductions in Table 6 equate to total trip reductions for Tysons of over 30% in 2013; over 40% in 2030; and over 50% in 2050. These trip reductions include the transit mode shares indicated in Table 3. As the Tysons Corner area is developed, and the land use and transportation infrastructure matures, TDM trip

reduction goals should be examined to determine if they are adequate for changing conditions.

Examples of TDM measures:

- Transit and vanpool subsidies
- Pre-tax deduction of transit and vanpool fares
- Telework program
- Carpool and vanpool matching service
- Shower and locker facilities for bicyclists and walkers
- Secure and weatherproof bicycle parking
- Carpool and vanpool preferential parking
- On-site car-sharing vehicle
- Employee shuttle
- Guaranteed Ride Home Program
- Commuter information center (bulletin board, web site, brochure table)
- Employee Transportation Coordinator (ETC)
- Flexible or alternative work hours
- TDM education programs directed at the public and employers

TDM programs will only work where parking is not over-supplied, and will be most effective where parking costs are charged directly to users. TDM programs must be coordinated with parking reductions and/or management programs.

Parking Management

In 2009 Tysons had more land devoted to cars than to people with approximately 167,000 parking spaces covering 40 million square feet. This amount of parking far exceeds what is necessary for adequate parking. Much of this has occurred because there is no convenient internal circulation system or adequate pedestrian-friendly street and sidewalk network in Tysons. Additionally, there is limited inter-parcel access and shared-use parking. Each development provides parking for its own peak demand, an approach that often leads to excess parking supply and a wasted use of resources.

A change in philosophy of regulating parking is needed to put Tysons on the forefront of sustainable growth. Parking in the TOD Districts should follow the experience of successful TOD areas around the country by limiting the amount of parking required near rail stations. In the Non-TOD Districts, reductions from conventional parking ratios are required to achieve Tysons-wide trip reduction goals.

~~Minimum parking requirements should be substantially reduced from County-wide standards within 1/4 mile of rail stations. A lesser reduction should be made for uses located between 1/4 mile and 1/2 mile of rail station entrances and outside of TOD Districts. To avoid oversupply of parking, maximum parking requirements should be set~~

~~for all areas and shared parking should be encouraged. Recommended parking rates are indicated in Tables 7.~~

~~For all non-residential uses, minimum parking requirements should be eliminated within 1/2 mile of rail stations. Minimum parking requirements should be reduced for all uses located outside of TOD Districts. To ensure that adequate parking is provided, a parking plan should be submitted along with all development applications in TOD Districts. To avoid oversupply of parking, maximum parking requirements should be set for all areas and shared parking should be encouraged. Recommended parking rates are indicated in Table 7.~~

Table 7
Parking Ratios for Tysons Corner

Parking Spaces Per Unit or Spaces Per 1,000 sq. ft.									
Use	Previous (2009)	< 1/8 mile Metro Station		1/8 - 1/4 mile Metro Station		1/4 - 1/2 mile Metro Station		Non-TOD	
	Min.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Townhouse	2.7	1.75	2.2	1.75	2.2	2.0	2.5	2.0	2.7
Multifamily									
0-1 bedroom	1.6	1.0	1.3	1.0	1.3	1.1	1.4	1.1	1.4
2 bedroom	1.6	1.0	1.6	1.0	1.6	1.35	1.7	1.35	1.7
3+ bedroom	1.6	1.0	1.9	1.0	1.9	1.6	2.0	1.6	2.0
Hotel/Motel	<u>1.08</u>	<u>none</u>	<u>1.0</u>	<u>none</u>	<u>1.0</u>	<u>none</u>	<u>1.05</u>	<u>0.85</u>	<u>1.08</u>
Office	2.6	none	1.6	none	2.0	none	2.2	2.0	2.4
Retail/ Services ^{1,2}	<u>varies</u> <u>5.0 – 6.0</u>	none	<u>5.0</u> <u>See</u> <u>notes</u>	none	<u>5.0</u> <u>See</u> <u>notes</u>	none	<u>See</u> <u>notes</u>	<u>See</u> <u>notes</u>	<u>See</u> <u>notes</u>

Notes:

^{1.} For retail and service uses located in TOD areas not listed in Table 7, minimum parking requirements enumerated in the Section 11-104 of the Zoning Ordinance (as of December 2009) should be used as maximum parking requirements; in non-TOD Districts, the minimum required parking should be 85% of the minimum parking requirement in the Zoning Ordinance (as of December 2009) and the maximum should be 110% of the referenced minimum.

^{2.} To encourage convenient retail and service uses within walking distance of office and residential development, the first 5,000 square feet of accessory retail and service uses in any such building should have no parking spaces allocated in the parking plan, nor should it be counted toward the maximum parking requirement.

~~For developments with long implementation horizons, maximum office parking requirements can be increased by approximately 0.4 spaces per 1,000 square feet for development phases scheduled for construction between 2020 and 2030 and by 0.8 spaces per 1,000 square feet for development phases scheduled for construction before 2020. Once all phases are constructed, the parking ratios for the total development will not exceed the maximum values as specified in Table 7.~~

It may be appropriate, in developments with long implementation horizons, for the maximum office parking requirements to be phased in provided that, once all phases are constructed, the parking ratios for the total development will not exceed the maximum values in Table 7.

In TOD Districts, a parking study should be submitted along with a development application that shows the right amount of parking is provided. The parking study should demonstrate that parking is adequate for all uses on the site, subject to the vehicle trip reductions in Table 6, and that parking is reduced as much as practical through techniques such as parking management and shared parking.

In Non-TOD Districts, a parking study can be submitted along with a development application that justifies parking levels below the minimums indicated in Table 7. The parking study should indicate the techniques to be applied to justify a lower level of parking. These techniques can include shared parking.

Parking studies should, where applicable, also indicate a goods loading plan, which (if a planned development is expected not to meet the off-street loading requirements established in the Zoning Ordinance) demonstrates that the planned loading facilities are adequate for the planned uses. The loading plan may count new, on-street loading areas and synergies among planned uses, to limit the need for additional loading spaces.

As the Tysons Corner area is developed, and the land use and transportation infrastructure matures, parking requirements should be examined to determine if they are adequate for the changing conditions. Rather than supplying parking for each individual use, parking should be treated as a common resource for multiple uses. Implementing this practice will reap many advantages in creating a more walkable environment. Providing transit service, an effective mix of uses, and an appropriate network of sidewalks will reduce automobile use and, consequently, the need to provide parking.

Additional methods listed below should be pursued to ensure the appropriate amount of parking is provided.

- Encouraging shared parking arrangements across parcel lines.
- Creating a parking management entity to coordinate shared parking efforts, enforce parking regulations, apply parking pricing strategies where beneficial, and monitor parking demand and supply regularly.
- Securing parking management agreements such as parking pricing.
- Unbundling parking from commercial and residential leases and sales.
- Allowing on-street parking, and where appropriate, ~~and~~ counting those spaces towards parking requirements.
- Implementing “Smart Parking” technology to maximize parking utilization.

- Providing preferential parking for carpools, vanpools, and car-sharing vehicles.
- Reductions for shared parking on mixed-use sites.

Information and Communications Technology and Intelligent Transportation Systems

The application of Information and Communications Technology (ICT) in Tysons Corner has the potential to decrease congestion, increase safety, make trip making more convenient, reduce emissions and improve trip-making decisions. More specifically the following are examples of goals for the application of ICT at Tysons:

- Electronic information infrastructure that works in concert with physical infrastructure to maximize the efficiency and utility of the system, encouraging modal integration and consumer choice.
- Real-time information for operators and users of the transportation system to help contain congestion and increase the effective capacity of the system while reducing the need for new construction.
- Facilities, technology and information that help reduce energy consumption and negative environmental impact.

ICT can be used to not only monitor and mitigate traffic congestion, but also to enhance emergency services in Tysons Corner. Through the use of street sensors, signal control transmitters and video surveillance cameras, real-time traffic management can take place. GPS and other technology can also help public safety personnel respond to incidents in a timely manner. As part of ICT, intelligent transportation systems (ITS) should be applied to the fullest extent possible. Main components of ITS include:

- Traffic management systems. These systems make use of information collected by traffic surveillance devices to smooth the flow of traffic along travel corridors. They also disseminate important information about travel conditions to travelers.
- Crash prevention and safety systems detect unsafe conditions and provide warnings to travelers to take action to avoid crashes.
- Roadway operations and maintenance focus on integrated management of maintenance fleets, specialized service vehicles, hazardous road conditions remediation, and work zone mobility and safety.
- Transit ITS services include surveillance and communications, such as automated vehicle location (AVL) systems, computer-aided dispatch (CAD) systems, and remote vehicle and facility surveillance cameras, which enable increases in operational efficiency, safety, and security.
- Emergency management applications include hazardous materials management, the deployment of emergency medical services, and large and small-scale emergency response and evacuation operations.

- Electronic payment and pricing systems employ various communication and electronic technologies to facilitate commerce between travelers and transportation agencies.
- Traveler information applications use a variety of technologies to allow users to make more informed decisions regarding trip departures, routes, and mode of travel.

New developments should contain the necessary ICT infrastructure to enhance the following activities to the fullest extent:

- Telework, teleconferencing, and related strategies to reduce vehicular trips.
- Advanced traveler information to increase the efficiency and effectiveness of decisions on when to travel, how to travel, where to travel, and whether to travel at all.

Traffic Management and Maintenance

To ensure a high level of safety, to minimize breakdowns, to maintain a clean and attractive environment and to monitor systems to optimize efficiency and effectiveness, a traffic management maintenance entity should be established for Tysons Corner. Such an entity should be responsible for at least the following:

- Traffic monitoring and incident management.
- Streetscape monitoring and maintenance where necessary.

MAINTAINING A BALANCE BETWEEN LAND USE AND TRANSPORTATION

In order to maintain an acceptable level of accessibility in and around Tysons Corner as development occurs over time, it is essential to keep a balance between land use and transportation. To maintain this balance, the increase in development in Tysons should be coordinated with the provision of transportation infrastructure and programs to reduce vehicular trips. Considerable analysis was conducted to determine the need for specific transportation programs and infrastructure for a specific level of development in Tysons. ~~Table 8 provides the required transportation infrastructure and programs as they relate to the level of development in Tysons Corner.~~

From the results of this analysis, the following strategies were identified that need to be successfully implemented to maintain a balance between land use and transportation:

1. The phased provision of transportation infrastructure as specified in Table 8. Major components of transportation infrastructure are the grid of streets, new transit routes, and new connections in and out of Tysons.

2. The achievement of vehicle trip reduction levels as specified in Table 6. Essential in obtaining these vehicle trip reductions are the following:
 - a. TDM programs, as specified in the TDM section of the Plan.
 - b. Achievement of transit modal split levels as specified in Table 3.
 - c. Limitations to the provision of parking as specified in Table 7.
 - d. Increasing the amount of residential development in Tysons as specified in the Land Use section of the Plan.
 - e. Excellence in urban design, successful integration with Metro stations, and the achievement of the mix of uses and the facilities which creates the largest possible internal trip capture.
3. A monitoring system (see “Monitoring System” below) to verify that strategies 1 and 2 are realized as planned and apply timely adjustments if there are variations from the recommendations on how a balance will be maintained.

Considering the importance of successfully implementing these strategies, property owners should commit to the following transportation conditions:

1. Achievement of transportation infrastructure and programs for various levels of development as specified in Table 8. This can be accomplished by:
 - a. Phasing development to the required transportation infrastructure and programs and/or
 - b. Phasing development so that the required transportation infrastructure and programs as determined at the time of zoning be fully funded with a mechanism in place to ensure construction within the required time period as specified in Table 8. Full funding can be achieved by forming and/or participating in a Community Development Authority (CDA), coincident with a zoning application, that is of appropriate size and scope and commits to the provision of an acceptable level of funding to address the transportation improvement responsibilities of the CDA. The transportation improvement responsibilities for a particular CDA will consist of one or more applicable Tysons-wide projects and all applicable District projects as determined by analysis at the time of zoning. Funding responsibility should be achieved with 100% of funding provided by the CDA or provided by a combination of CDA and public funds. The applicable CDA should meet the following requirements:
 - i. The required and applicable legal, financial, and administrative principles that clearly defined the scope, functions, and goals of the CDA should be finalized and approved by the County Board of Supervisors.
 - ii. A memorandum of understanding should be approved by the County Board of Supervisors and be in place at the time of the zoning application.

2. [A demonstrated ability to achieve vehicle trip reduction levels as specified in Table 6.](#)

~~The provision of the required transportation infrastructure and transportation programs by the opening of the Metrorail line to Wiehle Avenue as specified in Table 8 will provide the ability to accommodate development above 44 million sq. ft. for Tysons.~~

Recommendations for phasing development in Tysons to transportation improvements and objectives can be found in the Land Use Recommendations.

Table 8 provides the required transportation infrastructure, programs, and services as Tysons grows over time. A number of projects, including the construction of Phase I of the Metrorail Silver Line, the construction of the HOT lanes on I-495 as well as associated ramps are scheduled to be completed by 2013 and represents a significant investment in transportation.

Table 8
Transportation Infrastructure, Programs, and Services, as they Relate to the Level of
Development in Tysons Corner

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement
Transportation Improvements To Be Completed by 2013		
Rail Transit Routes	Complete Phase I of Metrorail Silver Line Phase I	Tysons-wide/Countywide
Bus transit routes	Neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/Countywide
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations	District
Roads – Arterials Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and the American Legion Bridge	Tysons-wide/Countywide
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide
TDM	Application of aggressive TDM measures (e.g. 45% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
Required Additional Transportation Improvements to Accommodate 60 Million sq. ft. of Development (2013 - 2020)		
Rail Transit Routes	Completion of Phase II of Metrorail Silver Line (from Wiehle Avenue to West of Dulles Airport with three stations in Fairfax County)	Tysons-wide/Countywide
Bus Transit Routes	Further improvements to neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/Countywide
Roads – Arterial Widening	Widen Rt. 7 from Rt. 123 to I-495	Tysons-wide
Roads – Arterial Extension	Extend Boone Boulevard from Boone Boulevard to Northern Neck Drive	Tysons-wide
Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement
Roads – Grid of Streets	Grid west of Westpark Drive	District
Roads – Grid of Streets	Grid bounded by Gosnell Rd., Rt. 7, and Rt. 123	District

Roads – Arterial Extension	Extend Greensboro Drive from Spring Hill Road to Tyco Road	District
Roads – Grid of Streets	Grid connections to Greensboro Drive	District
Roads – Freeway Ramp	Ramp connecting Greensboro Drive extension to westbound Dulles Toll Road	Tysons-wide
Roads – Freeway Ramps	Ramps connecting Boone Blvd. extension to westbound Dulles Toll Road and eastbound Dulles Toll Road to Boone Blvd. extension.	Tysons-wide
Roads – Freeway Widening	Collector – distributor roads along the Dulles Toll Road from Greensboro Drive extension to Hunter Mill Rd.	Tysons-wide
Roads – Grid of Streets	Grid of streets east of I-495	District
Roads – Connecting Ramp	Ramp connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide
TDM	Application of aggressive TDM measures (e.g. 45% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
Required Additional Transportation Improvements to Accommodate 84 Million sq. ft. of Development (2020 - 2030)		
Bus Transit Routes	Further improvements to neighborhood bus routes; circulator bus routes serving Metrorail stations; BRT routes on I-66 and I-95/I-495	Tysons-wide/Countywide
Roads – Grid of Streets	Substantial sections of the grid of streets	District
Roads – Arterials Widening	Widen VA 123 to 8 lanes from Rt. 7 to I-495	Tysons-wide
Roads – Arterial Widening	Widen VA 123 from 4 to 6 lanes between Rt. 7 and Old Courthouse Road	Tysons-wide
Roads – Arterial Widening	Widen Rt 7 from 4 to 6 lanes between I-495 and the City of Falls Church	Tysons-wide
Roads – Collector Safety Improvement	Improve and enhance the safety of Old Courthouse Road from the Town of Vienna to Gosnell Road	District
Roads – Collector Widening	Widen Magarity Road from 2 to 4 lanes from Great Falls Street to Rt. 7	Tysons-wide
Roads – Arterials Widening	Widen Gallows Road from 4 to 6 lanes from Rt. 7 to I-495	Tysons-wide
Roads – Interchange Improvements	Rt. 7 at the Dulles Toll Road	Tysons-wide
Roads – Connecting Road	Beltway crossing connecting the Tysons Corner Center area to Old Meadow (limited to transit, pedestrians and bicyclists)	Tysons-wide
Roads – Freeway Ramps	Ramps connecting Jones Branch Drive to westbound Dulles Toll Road and eastbound Dulles Toll Road to Jones Branch Drive.	Tysons-wide
Roads – Freeway Widening	Widen I-495 (Outer Loop) between Rt. 7 and I-66 by one lane	Tysons-wide
TDM	Application of aggressive TDM measures (e.g. 55% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
Required Additional Transportation Improvements to Accommodate 113 Million sq. ft. of Development (2030 - 2050)		
Improved Transit	Additional BRT routes, other supporting services including park-and-ride, feeder bus routes to rail stations	Tysons-wide/Countywide
High Speed Transit Corridors	At least two additional high speed transit corridors with substantial TOD development: Orange Line Metrorail extension and an additional rail extension	Tysons-wide/Countywide
Roads – Grid of Streets	Completion of the grid of streets	District
TDM	Application of more aggressive TDM measures (e.g. 65% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District

~~The four strategies that need to be successfully implemented to maintain a balance between land use and transportation in Tysons Corner are:~~

- ~~1. The phased provision of transportation infrastructure as specified in Table 8.~~
- ~~2. The achievement of transit modal split levels as specified in Table 3.~~
- ~~3. The achievement of vehicle trip reduction levels through transportation demand Management as specified in Tables 5 and 6.~~
- ~~4. A monitoring system to verify that these requirements are realized as planned and the ability to make adjustments if there are deviations from the recommendations on how a balance will be maintained.~~

~~_____The provision of transportation infrastructure within a specified period of time is uncertain. In addition, the achievement of vehicle trip reduction levels through transportation demand management is uncertain since it relies on individuals changing their trip-making behavior. Although achieving high levels of trip reduction will be challenging, it is essential to achieve the levels of development planned for Tysons. Considering the importance of achieving success, property owners should commit to the following to be able to move from a prior phase to a subsequent phase of development:~~

- ~~_____1. The required transportation infrastructure and programs must be in place as specified in Table 8.~~
- ~~_____2. The existing phase of development must achieve the applicable vehicle trip Reduction levels as specified in Tables 5 and 6.~~

Monitoring System

Maintaining a balance between land use and transportation is dependent on a number of factors as indicated above. The necessary transportation infrastructure, modal split levels, and vehicle trip reduction levels to maintain this balance have been determined by means of extensive analyses. Analyses are based on known conditions at the time of writing this plan text. However, these conditions include human behavior and a number of exogenous factors. These conditions might change in the future which could result in unforeseen changes in trip-making behavior.

Conditions that change the level of transportation funding could impact the ability to provide transportation infrastructure on schedule. The provision of a livable, walkable Tysons is dependent on the provision of attractive public transportation, TDM programs, and an urban design that curbs the growth of vehicle trips. The benchmark of success in the essential strategy of maintaining a balance between land use and transportation is the number of vehicle trips entering Tysons and the associated delay due to congestion. For this reason, it is considered essential to monitor the amount of vehicles entering Tysons over time and determine the associated delay due to congestion.

The monitoring system should be based on two elements: vehicle trips and delay and the provision of transportation infrastructure.

Vehicle Trips and Delay

For this reason, it is considered essential to monitor the amount of vehicles entering Tysons over time as well as the associated delay due to congestion. The growth in vehicle trips over time will determine if there is a deviation from the estimated growth in vehicle trips on which the strategies listed above are based are variations from estimated growth in vehicle trips.

Monitoring should therefore include the following:

1. Vehicles entering Tysons should be counted at a number of locations to enable the accurate detection of variations from vehicle growth estimates.
2. Delay at a sample number of intersections and at traffic merge locations to determine if there is a significant increase in over time.

Transportation Infrastructure and Programs

The provision of transportation infrastructure and programs should follow the schedule in Table 8. It is noted that due to unforeseen circumstances, the provision of transportation infrastructure and/or programs might differ from the schedule in Table 8. Funding and other factors that might change the schedule should be monitored to determine any variations in the timely delivery of transportation infrastructure and programs.

Analysis of Monitoring Results and Corrective Measures

The monitoring of the demand side and supply side should provide an assessment of existing conditions and an updated projection of future conditions in terms of maintaining a balance between land use and transportation. The early identification of future variations from the planned schedule provides an opportunity to react in a timely manner to allow the necessary adjustments to be made. It might be necessary to conduct an analysis of changes in travel behavior to determine cost effective measures to correct the projected imbalance between land use and transportation.

Possible corrective measures are:

- The use of TDM Remedial and Contingency Funds to increase TDM activities.
- An increase in funding sources and facility user charges.
- Congestion pricing.
- An amendment to the Plan to modify Plan intensities and/or mix of uses.

Funding for Transportation Improvements

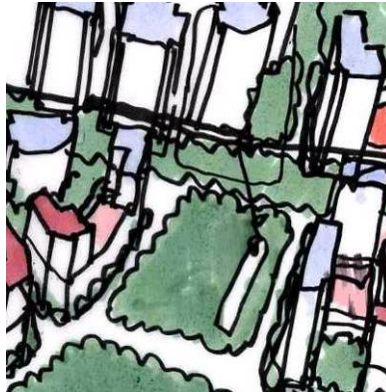
The transportation improvements listed above in Table 8 require a significant capital investment as well as on-going operating investment for increased transit services. A variety of both public and private sector funding options need to be pursued to implement these improvements. A key factor in the implementation process is the ability to generate stable and ongoing sources of funding, both public and private, for these transportation improvements.

Past efforts have demonstrated that innovative public-private financing options for funding transportation improvements can be effective. The local portion of Phase I of the Dulles Metrorail Project is being funded through a tax district. Numerous small-scale improvements in Tysons Corner have been funded over the years through the Tysons Transportation Fund, a voluntary contribution for new commercial development. In 2009, the rate for this contribution was \$3.87 per square foot for non-residential development and \$859 per unit for residential development adjusted annually for inflation. However, this fund does not provide a stable and ongoing source of private sector funding. Moreover, it would generate only a small percentage of the funding needed for the improvements listed in Table 8 that are required for the continued development of Tysons Corner.

A number of the necessary transportation improvements will be constructed as development occurs by the responsible developer. For instance, it is anticipated that the vast majority of the grid of streets so essential for the vision of the future Tysons Corner will be built by the private sector as development occurs.

Other innovative funding mechanisms are required to generate sufficient funds to implement the improvements in Table 8. Community Development Authorities (CDAs) are expected to play a key role in generating the dedicated and ongoing funding that will be needed. Both a Tysons-wide CDA and a number of smaller district level CDAs are anticipated to be formed and provide a critical source of funding for transportation improvements. For those improvements categorized as Tysons-wide, a combination of public funds and funds from a Tysons-wide CDA would be used. For those improvements categorized as District, a combination of public funds and funds from a smaller CDA would be used.

Overall, there is an identified need for increased funding of transportation improvements and services in order to achieve the vision for the future of Tysons Corner. Increased public sector funding from all sources and innovative private sector sources of funding, including continuation of the Tysons Transportation Fund and the formation of CDAs, are necessary.



ENVIRONMENTAL STEWARDSHIP

Tysons has a unique opportunity to become a leader in environmental stewardship through the protection and improvement of both the man-made and natural environments. The plan for a future Tysons recognizes that these environments cannot be addressed in isolation or independently. More efficient land use patterns, along with a strong emphasis on multi-modal transportation systems, as identified in the vision for Tysons, are important first steps in creating a more sustainable community. In addition, the plan for a sustainable Tysons calls for enhanced stormwater management, the promotion of green buildings and low impact development techniques, and the provision of a green network of parks, open space and trails. The goals and objectives identified by this section will ensure that Tysons ~~Corner~~ redevelops as a model sustainable community, creating a healthy and environmentally responsible place to live, work and play.

The vision for a sustainable Tysons recognizes an evolving approach, with a long-term goal of carbon neutrality ([i.e., no net increase of greenhouse gas emissions from Tysons](#)). With redevelopment, many steps can be taken to reduce environmental impacts and increase efficiency utilizing the practices and technologies available today. Improved air quality, energy conservation, stream restoration and protection, water conservation and reuse, green architecture, and restored and enhanced natural environments can all be achieved now.

Over the next decades, the benefits of current efforts and many others will be better understood. At the same time, new technology may lead to improvements in water conservation and management of stormwater and wastewater. Improvements in information and communications technology could be used to monitor resource consumption and to make the transportation system operate more efficiently.

Finally, new technologies may provide opportunities for further innovations in energy efficiency and resource conservation. With this knowledge, additional steps in building design and urban planning should be implemented to achieve the long-term goal of carbon neutrality for Tysons by 2030 [in support of broader regional greenhouse gas emissions reduction goals \(i.e., an 80% reduction in regional greenhouse gas emissions by 2050\).](#)

MORE SUSTAINABLE THAN TYSONS TODAY

Through the application of technology, development designs and practices that will improve the protection and enhancement of environmental resources and that will improve energy and natural resource conservation and management, redevelopment efforts in Tysons can be expected to contribute to a future Tysons that will be a far more sustainable community than that which exists today. To achieve this vision, it will be necessary to implement several strategies that will reduce resource use and dependency, decrease detrimental environmental impacts, and enhance the environment. A combination of effective land use and transportation policies creates the basic foundation for the sustainable Tysons, and redevelopment efforts within Tysons will provide opportunities to build upon this foundation.

The concept of transit-oriented development or TOD is being promoted for the Tysons area. TOD is a land use pattern which emphasizes compact, dense, walkable neighborhoods focused around transit stops. National studies have shown that TOD provides increased transit ridership. TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level.

TOD has also been shown to reduce rates of increase in Vehicle Miles of Travel (VMT). Nationally, vehicle travel has been increasing faster than population growth. TOD has proven to lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent TOD research shows that automobile ownership in TOD areas is approximately one half the national average. By providing safe and easy pedestrian access to transit, TOD has produced lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

Reductions in greenhouse gas emissions from the transportation sector will be achieved by reducing vehicle miles traveled. Focusing development near Metro stations and the dedicated right of way circulator, and constructing walkable, bikeable, mixed use developments will reduce VMT. Aggressive transportation demand management programs, including parking management, are also critical to achieving VMT reduction goals.

Tysons' redevelopment should be pursued in a manner that will reduce ~~carbon~~greenhouse gas emissions to help achieve 80% ~~carbon~~greenhouse gas reductions within the region by 2050 in accordance with the Cool Counties Climate Stabilization Policy Initiative adopted-established by the Fairfax County Board of Supervisors. These reductions can only be attained through reductions in energy use and associated greenhouse gas emissions from transportation and buildings. Innovative energy efficiency and conservation strategies should be incorporated into all redevelopment projects.

Toward this end, the following are but a few examples of efforts that could be considered: One vision for the transformed Tysons is the on-site generation of electricity, such as from solar or wind power or geothermal sources (thereby, If a building produces some of its own electricity, it reduces the need for power from the electrical grid); If locally produced electricity is sent to nearby buildings in Tysons, the originator can get financial credit while contributing to environmental goals. This process involves the use of community energy distribution systems; transit-oriented development design; the use of energy efficient heating and cooling systems; and the application of enhanced building commissioning to provide early and ongoing verification of system performance. Numerous other strategies as outlined in green building rating systems such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program are available to support energy-efficient development and conservation.

More compact development, like that proposed in the concept for Tysons, uses less energy than low density, suburban style development. For residential housing, the energy consumption rates decrease on a per capita basis as the density increases. In addition, green building design, as encouraged through the LEED certification green building rating systems with third party verification such as the LEED program, reduces energy consumption; and LEED certification also encourages innovations in water and wastewater technology. A combination of these and other strategies can have a significant impact on resource consumption for individual buildings, and can contribute to a more sustainable Tysons Corner.

STORMWATER MANAGEMENT

Receiving waters downstream of Tysons should be protected by reducing runoff from impervious surfaces within Tysons. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated.

Tysons Corner is located in the headwaters area of several of the county's watersheds. Watershed management plans have been prepared for each of these watersheds; these plans identify a comprehensive set of projects needed to improve stream habitat conditions. These efforts are intended to be pursued independent of development proposals and are not dependent upon such proposals for implementation.

However, the provision of effective stormwater management controls for new development and redevelopment projects in these watersheds is imperative to the success of watershed planning efforts. Redevelopment offers considerable opportunities to improve upon past stormwater management practices.

In order to protect and facilitate the restoration of streams downstream of Tysons Corner, stormwater runoff should be controlled with the goal of having post-development runoff characteristics mimic runoff characteristics under good forested conditions. Measures to reach this goal may include application of Low Impact Development (LID) Techniques (including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, and water reuse). The incorporation of LID practices in the rights-of-way of streets will also support this goal; such efforts should be pursued where allowed. There is also a potential for the establishment of coordinated stormwater management approaches to address multiple development sites.

~~Stream restoration and stabilization in the Scotts Run, Old Courthouse Branch, Rocky Run and Pimmit Run watersheds should be encouraged as part of a comprehensive strategy to restore the water quality and ecological health of Tysons' streams. Stream restoration will also enhance the stream valley parks which will be key components of Tysons' green network.~~

NATURAL RESOURCES MANAGEMENT

Protection, enhancement and management of natural resources in the existing stream valley parks in Tysons is critical to the long term viability of those habitats. Both Scotts Run and Old Courthouse Spring Branch and the forested floodplains that surround them have been negatively impacted by years of unchecked stormwater runoff, consumption of understory plants by deer, and encroachment by non-native invasive plant species. Without active management of the natural resources in these parks, habitat and stream quality will continue to decline.

Contributions from development in Tysons towards stream restoration and stabilization in the Scotts Run, Old Courthouse Spring Branch, Rocky Run and Pimmit Run watersheds should be encouraged as part of a comprehensive strategy to restore the water quality and ecological health of Tysons' streams. Associated improvements to the receiving streams and downstream areas could provide greater stability and water quality and improve instream habitat. Stream restoration will also enhance the stream valley parks which are key components of Tysons' green network.

Environmental enhancement efforts should be encouraged and should include efforts such as restoration planting in natural areas, invasive plant control, deer management, stream restoration, and creating new natural areas (including both forested areas and meadows) where disturbed areas currently exist. These expanded natural areas could build on the stream valley parks, adding land that increases riparian buffers and

enhances stream valley corridors. Natural areas outside of Resource Protection Areas could serve as nodes for human activity and greatly improve quality of life while relieving stress on existing riparian areas. Stream valley park expansions should not include large hardscape areas (other than trails) and resources management should drive park design.

TREE CANOPY GOALS

Trees provide numerous environmental and human health benefits and should be considered an essential element in the vision for a new Tysons. Environmental benefits include stormwater management, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, as in a park setting, trees provide habitat areas for wildlife. From an urban design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

In 2009, tree canopy covered about 20% of the total land area at Tysons. Much of the tree cover in Tysons is provided in the Scotts Run and Old Courthouse Stream Valley Parks, with additional stands of trees on private land, primarily in the North Central District. Smaller and younger trees are scattered throughout Tysons as part of parking lot design and office campus open space areas.

The vision for a greener Tysons calls for additions to the tree canopy through planting on existing park land, establishment of small groves of trees in new urban parks, as part of the new urban streetscape, and on some rooftops.

As an interim goal, new development should be designed to provide the maximum amount of sustainable tree cover onsite, with a goal of 10% for redevelopment projects. Where developments are not able to achieve 10% tree cover onsite, contributions should be provided to the County's tree fund to support tree planting in other suitable areas to offset the difference. Detailed analysis of existing Tysons tree cover should be conducted before setting a permanent goal.

Care should be taken so that underground utilities do not conflict with street trees. Urban trees also need adequate root zones and soil volume for the best chance for long-term survival. Additional guidance on tree planting is provided in other sections of this plan including Stormwater Management, Green Buildings, Parks and Recreation, and Urban Design.

INFORMATION AND COMMUNICATIONS TECHNOLOGY

Information and communications technology (ICT) at Tysons will serve a variety of end users. These include building owners and operators, residents, workers at Tysons'

job centers, customers at its malls and other stores, visitors, and County first responders and environmental specialists. ICT coverage will extend from individual rooms and fixtures to buildings, groups of buildings, roads and rail, each of the eight districts, and the Tysons Corner Urban Center as a whole. The ICT infrastructure will consist of a number of computer-based networks, functioning together in an integrated hierarchy. These networks will be used to improve the efficiency and economy of building operations and of the transportation system. They will also be used to monitor the achievement of environmental goals, such as reduced levels of energy and water consumption. In order to have an ICT infrastructure in the Tysons Corner Urban Center, its components must be included in the design of buildings and roads.

GREEN BUILDINGS

Currently Fairfax County encourages new buildings in mixed use centers to have Leadership in Energy and Environmental Design (LEED) certification, or the equivalent. The concept of green buildings recognizes that certain design and construction practices can increase the efficiency of resource use, protect occupants' health and productivity, and reduce waste and pollution. LEED ~~certification~~, developed by the U.S. Green Building Council, is just one rating system used to measure a building's effectiveness on these measures. LEED Silver certification, or the equivalent, is recommended for all future buildings in Tysons. Proposed incentives for LEED Gold and Platinum certification are discussed in the Land Use section.

Buildings are one of the largest consumers of energy in this country. According to the U.S. Green Building Council, buildings use one-third of our total energy, two-thirds of our electricity, and one-eighth of our water. With the extensive redevelopment that will occur in Tysons, a prime opportunity exists to reduce the amount of energy consumed by the built environment through LEED certification, or its equivalent, for new construction.

A recent study conducted by the New Buildings Institute concluded that on average, LEED certified buildings use 25 to 30 percent less energy than non-LEED certified buildings. Gold and Platinum LEED certified buildings, the highest certification that can be achieved, have an average energy savings of approximately 50 percent when compared with similar buildings without LEED certification.

In addition to green buildings, green roofs (also referred to as vegetated roofs) can enhance the natural environment within Tysons. Green roofs use the traditionally unused part of the building to grow vegetation. Public benefits of green roofs include increased stormwater retention, reduced greenhouse gas emissions, and improved air quality through filtration of airborne particles. Where green roofs are not provided, other roofing systems containing highly reflective materials may be considered, as they can reduce heat absorption and thereby conserve energy and reduce related greenhouse gas emissions.

PARKS AND RECREATION

Parks, recreation and open space are essential throughout Tysons. A comprehensive park system helps to provide a high quality of life for residents by contributing economic, social and health benefits. Such amenities provide visual breaks in the urban landscape, create oases of green in an intensely urban environment, and provide places for people to enjoy passive and active leisure pursuits. Public open space is especially important for residents of higher density housing who may lack access to private yards or recreation facilities. Urban parks improve air quality, reduce stormwater runoff and impervious surfaces, improve community health, and provide opportunities to allow people a full range of leisure pursuits and to meet their neighbors in a safe environment. Parks will help provide a sense of place for Tysons and its individual neighborhoods.

Existing park land is primarily resource-based and located at the transitional edges of Tysons. Only one park, Westgate Park, has significant recreation facilities. ~~These conditions provide an opportunity~~ opportunities exist to create an outstanding park system to which all contribute and from which all benefit. As a key part of the vision for Tysons, future residents, employees and visitors to Tysons should enjoy a level of park service comparable to that in exemplary U.S. cities. Outdoor recreational areas should support and foster social interaction as well as sports and recreation activities.

While many Tysons developments will include urban parks as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves the wider range of needs. Adopted County-wide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to Tysons who will have a full range of leisure opportunities within convenient distances. A goal of twenty new athletic fields serving Tysons should be achieved through development contributions of land and facilities. Enhancements to and redesign of nearby school and park fields to increase capacity should also be strategies for serving increased sports needs in Tysons.

The provision of athletic facilities that require larger land areas within Tysons is especially important and challenging. Creative approaches to providing for sports needs in Tysons will be necessary, including integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations. Through innovative design features such as lighting and synthetic turf and scheduling that provides for longer and more efficient use, field capacity can be expanded and the number of needed fields can be reduced. Overlay fields that accommodate multiple sports can reduce the amount of land needed. Adopted County-wide field standards are based on a majority of youth participants. It is anticipated that in Tysons there will be a majority of adult field users. Corporate softball, flag football, kickball, soccer and adult baseball are anticipated needs. Other field sports, such as cricket, may

also emerge as a greater need over the horizon of this plan and may need to be accommodated. ~~Enhancements to and redesign of nearby school and park fields to increase capacity should also be strategies for serving increased sports needs in Tysons.~~

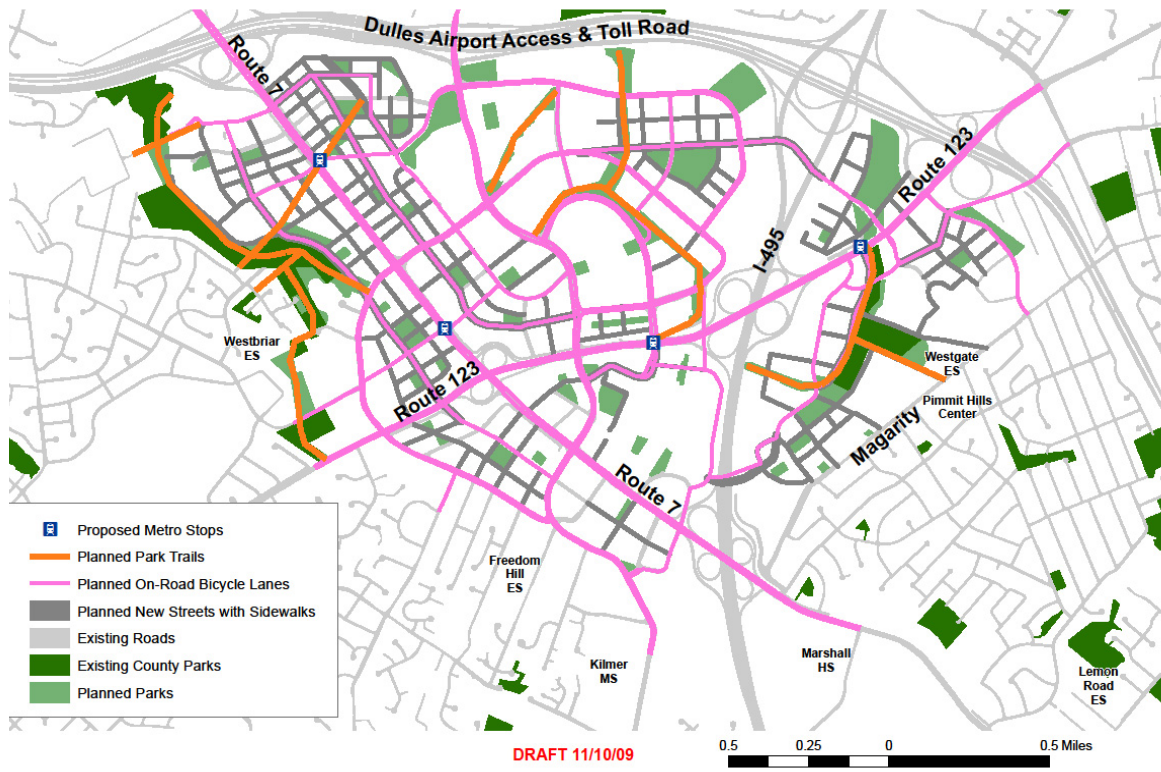
Parks and open space should be located to best serve the overall needs of the residents, visitors and employees in Tysons. Park land can be publicly owned, privately owned, or provided through public-private partnerships. It is also important to pursue creative solutions to providing open space and recreation facilities in Tysons. Creative urban park initiatives may include rooftop parks, unique programming areas, recreation facilities [and program space](#) provided within commercial buildings, redevelopment at nearby existing parks, and forging new park-provider partnerships. With any of these creative approaches, visual and physical accessibility to the public is essential.

The vision for Tysons calls for a “green network,” or a comprehensive system of parks and open spaces that connects all the districts within Tysons through greenways. The network will integrate large and small urban parks with existing environmentally sensitive areas and other built elements to create safe pedestrian and bicycle-friendly pathways throughout all neighborhoods. These pathways will link to transit stations, pedestrian ways, bike trails, shopping and entertainment areas, offices and residential areas. The green network should build on existing parks and the creation of new urban parks. It will include large gathering places that support community events, such as a central, signature park. The green network will have sufficient publicly accessible park acreage to be consistent with the County’s adopted urban park service level standard.

Green Network Components

The system of parks and open space is envisioned to build on the foundation of a large, central, “signature” park, existing parks and the creation of new urban parks. The parks and open space network concept is shown in Map 9. Specific guidance on parks, recreational facilities and trails is provided in the District text.

Map 9
Conceptual Parks and Open Space Network



The types of parks and open space recommended for Tysons include:

Large Central Park: This will be the “signature” park for Tysons and should be large enough to support public, community, and cultural events, such as a farmers market, outdoor performances, art shows or weekend festivals. Ideally, this park should be co-located with other civic facilities such as museums, a performing arts center, library, or other major civic uses.

Existing Stream Valley Parks: Stream valley parks such as Scotts Run and Old Courthouse Spring Branch provide natural buffers and potential connectivity to and throughout Tysons. If linked to other parks and open spaces within Tysons, they will help serve non-motorized transportation needs. These stream valley parks should not only be protected from development and infrastructure impacts, but be restored and enhanced. Redevelopment in Tysons should contribute to stream and riparian buffer restoration efforts along these stream valleys in order to strengthen Tysons’ existing natural systems and allow for resource protection and interpretation. ~~Scotts Run~~ ~~These st-Stream v-Valley~~

~~Pparks can will~~ be expanded through dedications of privately-owned portions of the stream valley and in adjacent areas to provide better connectivity ~~through the East Side of Tysons. It They~~ can serve as ~~a~~ major linear urban parks and support the planned trail system with a variety of natural landscapes. ~~Theseis~~ parks will provide a variety of passive outdoor leisure experiences for residents, visitors and workers in Tysons, including outdoor exercise and enjoyment of quiet natural spaces.

~~Scotts Run and Old Courthouse Spring Branch stream valley parks should not only be protected from development and infrastructure impacts, but restored and enhanced. Redevelopment in Tysons should contribute to stream and riparian buffer restoration efforts along these stream valleys in order to strengthen Tysons' existing natural systems and allow for resource protection and interpretation.~~

Trail Network: The conceptual park trail network is included in Map 9. This network will be designed for frequent use through continuous lengths of outdoor trails or spaces that are a minimum of eight feet wide and may include amenities and/or design features such as trailheads, orientation features and wayfinding signage. These linear parks and trails will be popular for jogging, dog walking, biking, walking, enjoying the outdoors and general exercising. Connecting continuous linear spaces with the grid of streets in Tysons provides an important amenity that can be linked with pedestrian and bicycle street elements. The street network in Tysons will incorporate Low Impact Development in medians and rights-of-way for additional environmental benefits. In addition to being green, streets will also be “complete,” with walking and jogging trails and bicycle paths.

Cultural Resource Parks: Freedom Hill Park and Ash Grove Historic Site provide historical points of interest in small park settings. Signs, kiosks and other interpretive features may be incorporated into new urban parks in Tysons to preserve and interpret the history of Tysons as it has evolved from rural crossroads to suburban office park to ~~21st~~ twenty-first century city.

Multiple Urban Parks: A diversity of public spaces ranging in size, function, and character, and supporting formal and informal activities, will be located throughout Tysons. Locating parks adjacent to residential and mixed-use buildings will enhance these uses by providing common outdoor spaces to users who have no private yards. Integration of parks with residential and mixed-use developments will also provide “eyes” on streets and parks for a sense of public safety and activity focused on the park. All parks should be publicly accessible to residents, visitors and workers.

Within urban, transit oriented development areas, a full complement of urban park types is desirable to create a robust park network and strong sense of place for Tysons. Urban park design elements may be combined in various ways to create a range of urban park types. Urban park types range from the very small “pocket park” situated as a byway on a pedestrian-oriented travel way, to large civic open spaces that encompass diverse amenities and accommodate large community gatherings, to local parks that

provide opportunities for organized sports and informal play. Ideally, the park network in Tysons will include a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness and identity.

Urban Park Typology

An urban park typology ~~or defined set of urban park types~~ and urban park service level standards ~~was established to~~ guide the creation of urban park systems in Fairfax County. ~~There are~~ The urban parks framework for Fairfax County includes four distinct types of urban parks: pocket parks, common greens, civic plazas, and recreation-focused urban parks (see definitions below). The four urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits in Tysons. A distinction should be made between urban parks that align with the typology and urban design elements such as streetscape areas, sidewalk cafes, commercial entertainment venues, and retail browsing areas.

Pocket Park

Usually less than one acre, these urban parks are small-scale open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is designed as a single "room" to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

Common Green

Larger than pocket parks, these urban parks include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size ~~will~~ generally depends on the context, function and area, but should be a minimum of one acre. Although a central lawn ~~will be~~ the main focus of this type of park, it may be designed with multiple "rooms" offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The Common Green could function as unscheduled open space for uses such as picnicking and unstructured play or be programmed for athletics, public gatherings, performances and special events. The Common Green may include facilities such as off-leash dog areas, community garden plots, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Recreational amenities may be incorporated as complementary facilities, but do not predominate. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts.

Civic Plaza

An important feature of the park network will be a centrally located civic gathering plaza in each district. This publicly accessible park ~~will~~includes public art and multiple activity areas and ~~will be~~is large enough to support casual unprogrammed use as well as community events. This type of urban park includes public gathering spaces set aside for civic purposes and commercial supporting activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple “rooms” are generally included. Design ~~will~~includes primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size ~~will~~generally depends on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

Recreation-focused Urban Park

Appropriate recreation facilities will serve a variety of needs and add to the vibrancy of Tysons. In densely-populated urban areas, recreation needs should be addressed with the inclusion of recreation facilities in an urban park setting to serve local residents, visitors and workers. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts and skate parks should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. Parking needs should be addressed through shared parking agreements with adjacent developments. The size of the park should be appropriate to accommodate the recreation facilities and support amenities located there.

ENVIRONMENTAL STEWARDSHIP GUIDELINES

These guidelines should be considered along with the general Environmental Stewardship recommendations above, in evaluating development proposals at Tysons.

Parks and Open Space

Map 9 provides a conceptual plan for a wide-ranging and well-distributed park and open space network in Tysons. It is essential that there be a balanced park system that will support social and recreational needs. Social gathering places and pleasant outdoor spaces will comprise a greater proportion of urban parks in Tysons and can be more easily integrated within developments as an amenity. However, there should be a distinction between urban parks that provide a public benefit aligning with the typology below, and elements such as streetscape areas, sidewalk cafes, commercial entertainment venues and retail browsing areas. It will be more difficult, but no less important, to provide park land in Tysons that will support active recreation facilities such as athletic fields for use by Tysons' residents, community leagues and corporate teams. There will be a great need for these facilities in Tysons and they should be well distributed within Tysons to serve each district.

The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied. For example, a new development with 330 dwelling units or 3,000,000 square feet of office space would generate a need for about 1 acre of publicly accessible urban park space.

Urban parks are typically less than five acres and often under 1/2 acre. Service areas are generally within a 5-10 minute walking distance (or 1/4 – 1/2 mile) from nearby offices, retail and residences. Typically, on-site parking is only provided for the more intense recreation uses that are located more than 1/4 mile from transit.

In addition, recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development at Tysons, with adjustments made for urban demographics and use patterns. Using 2050 development projections, anticipated urban field use patterns, and optimal athletic field design (lights and synthetic turf) and scheduling longer scheduling periods, the adjusted need for athletic fields to serve Tysons is a total of 20 fields. This adjusted need should be addressed through on-site development of needed facilities and/or through equivalent monetary or in-kind contributions to the Park Authority for facility development at nearby parks or other sites appropriate for park facilities. In general, the need for an athletic field is generated by the development of approximately 3 million square feet of mixed use development at Tysons. Approximately two acres of land is needed for each athletic field.

Proposed development in Tysons should be accompanied by the dedication of public or publicly accessible parkland, and by the construction of recreational facilities, such as athletic fields. Provision of park land and facilities on-site is preferred. If on-site dedication and facility provision are not possible, an equivalent off-site dedication and facility construction within the same district should be sought as a substitution. Where it is not possible to locate facilities within the district, locations that serve Tysons may be substituted. As a last alternative, as for smaller sites, an equivalent monetary contribution to fund local public parks within Tysons may be substituted. If facilities are constructed on publicly-owned land, an offsetting contribution of park facilities, park land or cash contribution for parks equivalent to the value of the land used for construction should be provided.

~~In addition, recreational facility service level standards in the Park and Recreation element of the County-wide Policy Plan should be applied to new development at Tysons, with adjustments made for urban demographics and use patterns. Impacts may be mitigated through on-site development of needed facilities and/or through monetary or in-kind contributions to the Park Authority for facility development at nearby parks or other sites appropriate for park facilities.~~

Creative approaches ~~should~~can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards. This may include indoor and rooftop facilities or those located above underground stormwater management facilities. Co-location with other public facilities is also appropriate.

Facilities that contribute toward meeting the parks and open space needs in Tysons may be privately owned and privately developed. However, such facilities must be publicly accessible during appropriate hours and must meet or exceed the same service level standards as any publicly owned and developed parks or open spaces.

Stormwater Design

Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all redevelopment, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas within or adjacent to the Tysons Corner Urban Center may also support this approach while providing recreational amenities. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. This could include the construction of new regional ponds or modifications to existing regional ponds.

Stormwater management and water quality controls for redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed, to the extent practicable. Stormwater runoff should be controlled with the goal of having post-development runoff characteristics mimic runoff characteristics under good forested conditions. Reduction of stormwater volume is the single most important stormwater design objective for Tysons. Reduction could occur through techniques that either use plants and soils via landscaping measures, or through techniques that reuse harvested rainwater in a variety of ways, and/or that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams.

Redevelopment projects in Tysons should incorporate innovative stormwater management measures in a manner that will, first and foremost, optimize reduction of stormwater runoff volume and control of peak flows for the remaining stormwater that cannot be completely captured on-site.

The following are recommended for applications for which a redevelopment option is being pursued and for which a significant increase in density/intensity is proposed (per guidance in the Land Use section of the Comprehensive Plan recommendations for Tysons Corner):

- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system.. The emphasis should be on Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.
- LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.
- Control of the runoff from the one, two and ten year storms should be provided with the goal of mimicking the erosive potential of runoff from Tysons Corner under good forested conditions. LID techniques should be used to the extent practical in pursuit of this goal. Runoff associated with a development project should be controlled with the goal of ensuring that the product of the peak release rate of runoff and total runoff volume will be no greater than that which would be expected for an undeveloped, good forested condition. In modeling the good forested condition, the hydrologic soil group "B" should be assumed unless different predevelopment soil conditions for the site can be documented.
- Efforts should be pursued to reduce pollutant runoff from redevelopment sites beyond minimum requirements. Water quality controls should be provided for

redevelopment projects consistent with what would be required by the Chesapeake Bay Preservation Ordinance for new development.

- Restoration and/or stabilization of degraded streams on development sites should be pursued where feasible; restoration and stabilization techniques that incorporate ecologically and aesthetically beneficial, vegetated approaches are preferred. Off-site efforts to restore and/or stabilize streams in Tysons Corner should also be encouraged.

The above guidelines are intended to improve stormwater management controls sufficiently to allow for improvements to the habitat and recreational values of streams in Tysons Corner through natural restorative processes and/or through restoration projects.

Green Building Design and Energy/Resource Conservation

~~All new buildings in Tysons should be LEED certified, or the equivalent.~~

Existing Fairfax County policy calls for certain zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices sufficient to attain LEED certification or its equivalent. Development in Tysons should go one step further and seek LEED Silver certification ~~at the silver level or equivalent~~ as a minimum. Potential incentives for LEED Gold or Platinum certification are discussed in the Areawide Land Use recommendations.

All redevelopment projects in Tysons should incorporate design elements and practices that will reduce the use of energy and water resources. There are numerous strategies available that are outlined in green building rating systems such as the LEED program, and strategies such as these should be pursued in support of and/or in addition to efforts to attain LEED Silver certification or its equivalent. ~~The following are examples of efforts that could be pursued recommended:~~ The following are

- Transit-oriented development design
- Transportation demand management programs
- On-site renewable energy generation, such as solar, wind and/or geothermal systems
- If/when on-site renewable energy generation is not cost effective at the time of building design, the provision of building designs that will facilitate future retrofits for on-site energy generation if/when such efforts will become cost effective
- Orientation of buildings for solar access
- Energy-conscious landscape design (e.g., natural landscaping; shading)
- Water-efficient landscaping
- The use of energy efficient heating, ventilation and air conditioning systems

- [Enhanced building commissioning to provide early and ongoing verification of system performance](#)
- The use of energy efficient lighting systems
- The use of energy conserving building materials
- The provision of vegetated and/or highly reflective roofs
- The use of community energy distribution systems through which energy/heat generated on one site will be shared among buildings on other nearby sites
- The use of water-conserving plumbing fixtures
- The use of harvested stormwater runoff for [site landscaping irrigation](#)
- Where consistent with building codes, the use of grey water
- The use of information and communications technology to improve the efficiency and economy of building operations.
- If/when the provision of information and communications technology efforts is not cost effective at the time of building design, the design of buildings to include conduits supporting the future installation of such measures

Setting Future Environmental Goals for Tysons

Tysons should endeavor to remain the leader in environmental stewardship. As such, the Plan should include flexibility to accommodate new strategies and technologies as they emerge, [including such as district energy systems, alternative energy sources, cogeneration, microgrids, and district-scale environmental performance measures, innovative stormwater management and stream restoration practices, innovative green building practices and innovative approaches in the provision and design of park facilities and other open spaces](#). In order to encourage the use of new technologies as they become available, the Environmental Stewardship Guidelines will need to be regularly reviewed and updated.



PUBLIC FACILITIES

Making Tysons a livable place requires the provision of public services, infrastructure and utilities at a sufficient level for [an the envisioned](#) urban environment. In this section, the public facilities anticipated to serve growth at Tysons through the year 2050 are identified, along with the anticipated time frame for the provision of these facilities. Because growth rates will vary over time, the population, employment and household thresholds referenced below may be reached in different years. Actual growth levels should be monitored so that infrastructure capacity is phased with new development. Regardless of the rate of growth, commitments for the land for needed facilities should be obtained well in advance of the estimated date of construction. [The Guidelines at the end of this section provide additional information on the phasing of public facilities. Information on transportation facilities is found in the Transportation section of the Areawide Recommendations](#)

SCHOOLS

The Tysons Corner Urban Center is currently served by a total of ten public schools. There are four elementary schools: Freedom Hill, Spring Hill, Westbriar, and Westgate. Tysons is served by three middle schools: Cooper, Kilmer, and Longfellow. Finally, there are three high schools: Langley, Marshall and McLean.

Under the envisioned growth for Tysons, there will be a need for at least two new elementary school sites at Tysons. One school could be located in the North Central district where it could share recreational space with the proposed eight to ten acre park. Another school could be located in the East Side district. [The existing Westgate Elementary School could be expanded.](#) Consistent with the vision of a more urban Tysons, an elementary school could also be located in a commercial office building, [provided that all access, safety, security and play space requirements are met.](#)

An elementary school has a capacity for 900 students. The existing households at Tysons generate 400 elementary students. Between 2010 and 2030, projections call for 12,900 new households at Tysons. This number of new households will generate an additional 555 elementary students, resulting in a need for the first elementary school by 2030.

Between 2030 and 2050, projections call for another 20,700 new households at Tysons. This number of new households will generate an additional 890 elementary students, resulting in a need for the second elementary school by 2050.

A middle school has a capacity for 1,2500 students, ~~and a high school has a capacity for 2,000 students.~~ Between 2010 and 2050 there are projected to be a total of 33,600 new households at Tysons. This number of new households will generate an additional 370 new middle school students ~~and 816 new high school students, or a total of 1,186 secondary students.~~ For purposes of long-range planning, a new secondary school expansion of one of the middle schools serving Tysons (Kilmer or Thoreau) is projected to be needed by the year 2050. Pimmit Hills Alternative High School may in the future be considered for use as an elementary or middle school. A secondary school may also need to be considered.

A high school has a capacity for 2,000 students. Between 2010 and 2050 there are projected to be a total of 33,600 new households at Tysons. This number of new households will generate an additional 806 new high school students. For purposes of long-range planning, expansion of the existing high school serving Tysons, Marshall, is projected to be needed by the year 2040.

~~The actual provision of secondary school capacity should be monitored and will depend on a number of factors, including enrollment in existing secondary schools, the pace of new residential development at Tysons, and the number of public school students generated by that development.~~

~~To address the need for middle school and high school classrooms, existing middle and high school sites are expected to be modified. Such modifications could include adding a secondary school to the campus at Marshall High School.~~

LIBRARY

Tysons is currently served by the Dolley Madison and Patrick Henry Community Libraries, and the Tysons-Pimmit Regional Library. Growth at Tysons will generate the need for a new community library when the number of residents at Tysons reaches 50,000, or between 2030 and 2040. The recommended site would be near the Tysons Central 7 Metro station, with possible co-location with a community center or a performing arts center.

Another consideration would be replacement of the existing regional library, which has limited usable public space, with a new regional library in Tysons Central 7. A regional library could also be co-located with a community center or performing arts center. The current site of the Tysons-Pimmit Regional Library could be used for another public purpose.

FIRE AND RESCUE

Emergency services to Tysons are currently provided by Tysons Fire and Rescue Station 29 and Dunn Loring Fire and Rescue Station 13. The higher intensity of development and taller buildings at the transformed Tysons will require two new urban fire stations. These stations could be located on the first two to three floors of commercial or mixed use buildings. In order to maintain an adequate response time for emergency medical services, the first station will be needed by 2020, or when the number of residents reaches 31,400 and the number of jobs at Tysons reaches 140,300. The first station could be located in the Tysons Central 7 or Tysons Central 123 district.

The second station will be needed by 2040, or when the number of residents reaches 64,000 and the number of jobs at Tysons reaches 188,600. The second fire station could be located in the Tysons East district.

Because the existing Station 29 is adjacent to the Tysons West Metrorail station, it is planned for relocation to the edge of the North Tysons West Subdistrict or to co-locate with the Spring Hill Transit Center in the North Central District. Relocation of Station 29 will take place regardless of the level of development at Tysons, and is therefore considered an existing need.

POLICE

Tysons is currently served by the McLean Police District. The projected workload due to growth at Tysons will exceed the capacity of the current staff by the year 2025. In order to provide a strong, visible police presence at Tysons, a satellite police station should be located near the central Metro station areas. Such a station could be co-located with the Fire and Rescue station in the Tysons Central 7 or Tysons Central 123 district, which is due for construction by the year 2020. There should also be at least one publicly accessible helipad for emergency services at Tysons.

PARKS

The Fairfax County Park Authority (FCPA) currently owns about 86 acres of park land within the boundaries of Tysons. An urban park standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees should be used to determine proportionate contribution levels for urban park land. The proposed Tysons park system should include a mix of small urban pocket parks of less than one acre; one to five acre civic

plazas, and common greens, and two to ten acre recreation-focused urban parks. ~~and~~
One of the civic plazas should be a centrally located signature park. The green network at Tysons will also include linear open spaces, trails, and other non-motorized linkages.

In addition to land for urban parks, land for active recreation and trails will be needed to serve growth at Tysons and should be provided by new development.

The Countywide recreation facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development at Tysons, with adjustments made for urban demographics and use patterns. Provision of facilities to meet these service level needs will ensure that as Tysons redevelops, publicly accessible athletic fields, tennis courts, basketball courts, fitness and program space, ~~and~~ swimming pools, as well as ~~and~~ other active recreational facilities will be provided at levels meeting the needs of future Tysons residents, employees and visitors. Using 2050 development projections, anticipated urban field patterns, optimal athletic field design (lights and synthetic turf) and longer scheduling periods, the adjusted need for athletic fields to serve Tysons is a total of 20 fields.

Some of the active recreational facility needs may be accommodated by adding or upgrading facilities at existing public school sites or in nearby existing parks surrounding Tysons. However, most future active recreational facilities will need to be provided within Tysons' redevelopments. In addition, trails should be provided in accordance with the County's adopted Trails Plan. Trails should also connect open space to the grid of streets, in accordance with specific guidance in the District text.

See the Parks and Recreation section of the Areawide Environmental Stewardship recommendations for full guidance on urban parks, trails and urban active recreational facilities. Guidance on location of specific facilities is also provided in the District text.

STORMWATER MANAGEMENT

The vision for Tysons includes stormwater management practices that return water into the ground, reuse it, or delay its entry into the stream system. All redevelopment sites should be designed to ensure protection of downstream areas and prevent stream degradation. Environmentally friendly stormwater design should be included at the conceptual stage of design on all redevelopment projects. Low Impact Development (LID) techniques should be integrated into streetscapes, open space, buildings and rail. These techniques include rain gardens, vegetated swales, porous pavement, vegetated roofs, and tree box filters. LID techniques should be augmented by conventional detention practices such as ponds where needed and appropriate. Vegetated ponds can be considered both as a stormwater management technique and an aesthetic amenity. Consideration should be given to reuse of stormwater as grey water, in order to reduce consumption. See the Stormwater section of the Areawide Environmental Stewardship recommendations for full guidance on stormwater management.

WASTEWATER MANAGEMENT

Wastewater from Tysons Corner is treated at the Blue Plains Treatment Plant, which is owned and operated by the DC Water and Sewer Authority. In order to accommodate growth at Tysons and elsewhere in Fairfax County, the County is pursuing the purchase of additional treatment capacity at Blue Plains and at the Loudoun County Sanitation Authority. However, it is not yet known how much additional capacity could be made available to the County at this time. Most likely, the additional wastewater from Tysons will have to be diverted to other treatment plants such as the County's Noman Cole plant or the Alexandria Sanitation Authority's plant, in both of which there is some available capacity.

Over time it is expected that the adoption of conservation measures will result in less water consumption and less wastewater production by County residents. In any case, growth at Tysons will generate the need to increase the capacities of major trunk lines, to upgrade the Difficult Run Pump Station, and to invest in other improvements to the current wastewater system.

WATER

The Tysons area is currently served by both the Falls Church Department of Public Utilities and Fairfax Water. Fairfax Water has a major pumping station providing for transmission through Tysons Corner as well as local distribution at their existing facilities on International Drive.

Fairfax Water has identified future improvements to provide for both transmission through Tysons to eastern Fairfax County as well as for local service to Tysons itself. The timing of these improvements is subject to change based on the timing of development and opportunities for cost savings, such as constructing facilities concurrent with roadway projects. It must also be noted that the precise location of needed facilities may be modified as circumstances warrant. ~~Fairfax Water has informed County staff that it is prepared to serve all of Tysons.~~

Expansion plans to meet local distribution needs based on current population estimates include additional storage tanks in 2030 and 2040, two additional distribution pumps in 2010 and one distribution pump in each of 2020 and 2030. A northerly 24- or 36-inch main from Spring Hill Road along Greensboro Drive and Galleria Drive to Fairfax Water's 42-inch main along the Capital Beltway, or the hydraulic equivalent, and a southerly 24- or 36-inch main from Fairfax Water's 24-inch main from the Route 7/Dulles Toll Road interchange to Gosnell Road and along Old Courthouse Road, or hydraulic equivalent, have been identified for installation concurrent with development.

Several transmission mains through Tysons have also been identified to meet future needs. The Spring Hill Road water main will be extended to the existing Fairfax

Water facilities on International Drive. Fairfax Water also plans to extend water mains from its pumping station to Magarity Road, from its treatment facilities in Dranesville to Tysons, and along route 7 from Route 123 to its existing main in Gallows Road.

Falls Church Water recently upgraded their storage capacity at Tysons to 2.2 million gallons. Among their plans for capital improvements in Tysons are the installation of 24-inch and 16-inch water mains by the year 2020. By the year 2030 Falls Church Water plans to install another 24 inch main to serve Tysons.

ELECTRIC POWER

Dominion Virginia Power's existing Tysons substation is located on Tyco Road. It will be expanded to serve approximately 400 MVA (megavolt-amperes) for normal operating conditions. By the year 2050, Dominion projects that growth at Tysons will generate demand for 738 MVA. Therefore, a second substation is planned for the year 2020, with a preferred location south of Route 7 near Spring Hill Road, adjacent to Dominion's existing high transmission line. The new facility will be a conventional walled substation and will require up to 2.5 acres of land.

The new Spring Hill Substation will serve the Tysons West and Tysons Central 7 Metrorail stations, as well as development along the south side of Route 7, and Tysons Corner Center. The existing Tysons Substation will serve the Tysons Central 123 and Tysons East Metrorail stations, as well as development on the north side of Route 7, the Gannett Building and Tysons Galleria.

From the second substation to the existing substation on Tyco Road, Dominion's high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. [As an alternative to underground placement, the high voltage line could be relocated to an alignment away from the Metro station entrance.](#)

NATURAL GAS

Washington Gas serves Tysons through a gate station in the Dranesville area. This gate station is very centrally located in the region's system of gas pipelines, and is considered to be in a "healthy" condition. By 2050, growth at Tysons is projected to increase output in this gate station by 50%. This assumes high-rise, multifamily housing units, which consume about one-fourth as much gas as single family units. In the unlikely event system improvements are needed as a result of growth at Tysons, any such improvements will be financed through the utility's rate system.

TELECOMMUNICATIONS

It is anticipated that telecommunications services will be able to accommodate growth at Tysons through continuous improvements in technology, funded by user fees.

Tall buildings at Tysons should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

ARTS FACILITIES

The Tysons area is currently served by arts facilities located nearby, such as the McLean Project for the Arts, with a small theater and nationally recognized visual arts exhibits, and Wolf Trap facilities, including the 7,000 seat Filene Center, 800-seat Children's Theatre in the Woods, performing arts classes at the Center for Education at Wolf Trap, and performances at The Barns at Wolf Trap (388 seats). First Stage, a small professional theater company with limited visual arts exhibit space, is temporarily located on Spring Hill Road. To provide a 24-hour livable/walkable environment, an arts center should be provided in the South Tysons Central 7 Subdistrict. This center should include performance, rehearsal and exhibit space for local and visiting artists and/or a home for local theater or dance companies. At least one other neighborhood should include small theaters and/or galleries, as well as adaptable space that allows for the creation of visual art and for audiences and artists to interact.

PUBLIC FACILITY GUIDELINES

These guidelines should be considered along with the general Public Facility recommendations above, in evaluating development proposals at Tysons.

Phasing Public Facilities

Practices employed by the County in the past to provide space for public facilities in largely undeveloped suburban areas cannot be relied upon in an intensely developed area. In Tysons it will be critical that the land area or spaces for public uses are incorporated within private developments at no cost to the public sector.

While facilities may actually be constructed throughout the 40 year planning horizon based upon need, it is critical that space for most, if not all, of these facilities be secured as soon as possible. Therefore, rezoning proposals, through proffers, should commit to provide the necessary land and/or space to ensure that places will be available to construct facilities in concert with the pace of growth.

The land and/or building space needed for public facilities is critical to the assurance that such facilities can be constructed. Commitments to dedicate building space or land for most, if not all, of the public facilities needed by 2050 should be provided as development approvals occur during the first 10 or 20 years of Plan implementation.

For each of the eight districts at Tysons, the initial zoning application filed in a district should be accompanied by a public facilities plan. Such a plan will enumerate the public facilities needed in that district, their approximate year of construction, and the private sector's commitments toward the provision of those facilities.

Public facility and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.

Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide recommendations.

See the discussion of Phasing ~~section of in~~ the Areawide Land Use and Transportation recommendations.

Public facilities will be funded from a combination of public and private sources, including Community Development Authorities at the Tysons-wide, district and/or subdistrict levels. Financing strategies are discussed in the Implementation chapter of the Areawide plan text.

For development thresholds and estimated timing of needed public facilities based on the George Mason University High Forecast for growth at Tysons, refer to the table at the end of this section.

Public Facilities Sustainability Goals

Reduction of the per capita consumption of water, wastewater, energy and waste materials is a guiding goal of future public utilities at Tysons. New development should reduce demands on the wastewater system through the use of water-conserving plumbing fixtures and, where consistent with building codes, the use of grey water. Additional discussion of sustainability goals is included in the Environmental Stewardship section of the Areawide Recommendations.

Information and Communications Technology

All residential, commercial and public use structures in the Tysons Corner Urban Center should be designed and equipped to enable information and communications networking. Both formal and ad hoc networks for voice, video, and data will operate throughout the Urban Center, and will connect to remote points and networks. While some networks will be open access, others will be secure. The various purposes to be served by these networks will include but are not limited to:

- Business – exchanges of information and data
- Recreation, Arts and Entertainment – virtual club meetings; netcasts of performances; teleprograms and computer games
- Education – formal and continuing education, originating either locally or from remote locations
- Transportation and parking management – signal controls; surveillance video; GPS directions to reserved parking or available open access parking
- Energy management – monitoring data on electrical consumption; exporting locally produced electricity to other buildings and/or to the electrical grid
- Resource conservation – monitoring data on water supply and consumption
- Emergency response – notification of emergencies and provision of GPS directions to Public Safety personnel; provision of status information during grid outages, hurricanes, or other events such as terrorist attacks.
- Library services – provision of secure access to customer accounts, databases and other Fairfax County Public Library information.

Timing of Public Facility Needs Based on GMU High Forecast for Growth at Tysons

Type of Facility	Threshold	Estimated Year of Operation
Fire Station 29 relocation	N/A	2010-2020
New Fire Station	31,400 residents & 140,300 jobs	2020
Satellite Police Station, possibly co-located with New Fire Station	31,400 residents & 140,300 jobs	2020
Dominion Virginia Power Substation	31,400 residents & 140,300 jobs	2020
Elementary School Building	555 new elementary students based on 12,900 new households	2030
Community Library OR Regional Library (1)	50,000 residents	2030-2040
Performing Arts Center	50,000 residents	2030-2040
New Fire Station	64,000 residents & 188,600 jobs	2040
Elementary School Building	890 new elementary students based on 20,700 new households	2050
Secondary School Expansion	1,186 secondary students based on 33,600 new households	2050
Athletic Fields	One field per 3 million square feet of mixed used development	20 fields by 2050

- (1) New Library may be co-located with an Arts Center at Tysons.
- (2) Needs for parks, recreational facilities and trails are discussed in the Environmental Stewardship section of the Areawide recommendations.
- (3) Transportation facilities are discussed separately in the Areawide recommendations.
- (4) Land for facilities should be acquired [well](#) in advance of year of operation.
[Ideally, land or spaces for public facilities should be secured by 2020 or 2030.](#)



URBAN DESIGN

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An high-quality urban environment is comprised of many elements, elements; including streets, blocks, open spaces, pedestrian areas, and buildings. These recommendations/guidelines provide guidance for recommendations regarding each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and, pedestrian-friendly environment. The goal of these recommendations is to support the transition of Tysons from an auto-oriented suburban place into a cohesive, functional, pedestrian-oriented and memorable urban destination.

As the Plan is implemented, dDetailed urban design guidelines and standards will may be developed/adopted for districts or sub-districts to provide more definitive guidance in implementing the Plan.:- These guidelines will/could address issues such as building materials, street furniture, signage, and provides as well as more specific guidance on built forms. They/They will help define/create distinct identities and characteristics isticss for the various neighborhoods within Tysons. Thise documents e guidelines should will supplement the Areawide and District Recommendations in the Plan in providing guidance for development.

URBAN DESIGN PRINCIPLES

Development in Tysons should be guided by the following urban design principles, which provide a framework for the urban design guidelines.

Enhance Regional Identity

- Advance Tysons as the vibrant downtown of Fairfax County.
- Transform Tysons into a highly desirable, walkable, transit-oriented, mixed-use urban environment.

Establish a Sense of Place

- Create unique and walkable districts, neighborhoods, and centers within Tysons.
- Encourage design elements that highlight the distinct character of each district, as well as common elements that unify Tysons as an urban center.
- ~~Design each~~ Encourage each district to include tree-lined streets, a range of urban parks, and ~~and~~ public gathering places, ~~and tree-lined streets~~.

Improve Connectivity

- Increase the efficiency of vehicular and pedestrian movements within Tysons through well-designed transit and a walkable grid of streets and open spaces.
- Create pedestrian and bicycle-friendly environments and connections throughout Tysons that are safe, pleasant, and convenient.
- Maximize benefits of rail in Tysons by improving connectivity to adjacent communities and to regional activity centers.

Design Sustainable Environments

- Encourage sustainable buildings, site designs, and infrastructure.
- Incorporate innovative and environmentally ~~sensitive~~ stormwater design into all new development and redevelopment, and restore and stabilize existing streams.

Respect Surrounding Neighborhoods

- Maintain the character and livability of residential neighborhoods adjacent to and at the edges of Tysons.
- Concentrate the tallest buildings and highest land use intensities near Metro stations.
- Transition building heights to be compatible with lower density neighborhoods adjacent to and within ~~Tysons~~.

(Staff Note: For clarity, The Arts topic was moved here from page 117 of Strawman II)

Create a New Destination for the Arts and Design

- Include venues for performing arts and public art in a variety spaces throughout Tysons.
- Encourage developers to work with artists and arts organizations early in the design process to successfully integrate the arts into their projects.
- Ensure the provision of public art in Tysons by considering a dedicated funding source.

- Maintain high standards for innovative architecture and design which will create a unique identity for each district and Tysons as a whole.

URBAN DESIGN ~~GUIDELINES~~ RECOMMENDATIONS

The urban design ~~recommendations~~ guidelines expand upon these principles and provide direction for creating urban places within Tysons. They are organized into two sections, the Pedestrian Realm Recommendations Guidelines and the Building and Site Design Recommendations Guidelines.

Pedestrian Realm Guidelines Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks ~~act as spines that~~ connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. The pedestrian realm is the most visible space within the urban environment. It should be continuous but can vary in its character depending upon adjacent uses and the scale of the street.

The pedestrian realm also includes building facades, areas that can offer shelter from sun and rain through canopies and awnings, outdoor seating areas, commercial displays, and planted areas ~~landscaping~~. Color, texture, signage, and variations in activity can provide visual interest for both pedestrians and motorists. Other elements that enhance the aesthetics and functionality of the pedestrian realm include bicycle racks, benches, bus shelters, and lighting. The design of the pedestrian realm should create a safe and high-quality pedestrian experience for all users.

The pedestrian realm also ~~links to~~ links to the larger open space network, which includes urban parks, civic plazas and common greens. These open spaces provide a pause-break in the dense urban fabric, allow opportunities for social interaction, ~~provide spaces for public art,~~ and help to define a district's identity.

The design of the pedestrian realm should be integrated with and complimentary to adjacent land uses. ~~The following~~ guidelines ~~recommendations~~ address the Street Grid and Block Pattern and; Streetscape Design; ~~and the Arts.~~

Street Grid and Block Pattern

The street grid will be the primary organizing element of the new urban Tysons. In contrast to the existing pattern of large, suburban blocks, new development should create smaller blocks through an interconnected system of streets. Thiese street system will be more-promote walkable, ility and provide travel choices for pedestrians and motorists, and. ~~The new system of streets and blocks will havecreate~~ breaks in building

massing to help create a built environment that is appropriately scaled for pedestrian activity.

In order to implement the grid of streets and an urban block pattern, all proposals ~~for new or re-development~~ should provide for planned road improvements that follow the grid of streets and street types contained in the Transportation section.

In areas where preliminary design studies have identified the layout of new streets on an official street map, redevelopment plans should create a street and block network in accordance with the map. In cases where this is not feasible, the development team should work with staff to develop ~~an alternative site planning~~ response that achieves a level of connectivity that ~~is similar to the official map~~ meets plan goals. In areas where such design studies have not been completed, the street and block network should follow the recommendations in the Transportation section and the following block size guidelines recommendations:-

- Blocks should have a maximum perimeter of 2,000 feet, measured at the curb.
- Any block side longer than 600 feet should have a mid-block pedestrian connection. Examples include a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building.
- The ratio of the longest side of a block to the shortest side is ideally less than 2:1 and should be no greater than 3:1.
- Due to topography and other existing conditions, ~~all some~~ blocks ~~will may~~ not be rectangular.

Streetscape Design

Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. ~~with street furniture and other features and provide improved identity, visual continuity and user safety~~. The streetscape design should vary by the type of street and the adjacent land use, ~~and it should and should~~ create a unifying theme along each of the roads to visually and physically link the various districts and sub-districts of Tysons.

Elements of streetscapes ~~can~~ include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to ~~elevate~~ enhance the quality of the pedestrian environment. The integration of the Metro station entrances into the streetscape is especially important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations guidelines for all streetscapes, which are followed by design guidelines recommendations for each individual streetscape type

(Boulevards, Avenues, -Collectors, and Local Streets). With the exception of International Drive, this hierarchy of streets is consistent with the map of the Conceptual Map 7 - Grid of Streets and Table 4 in the Transportation section. International Drive should be considered a Boulevard streetscape type.

General Streetscape Recommendations Guidelines

Definition of Streetscape Zones: The streetscape is composed of three zones; (see which are illustrated in the streetscape cross-sections) for each street type. The **landscape amenity panel** is located next to the curb and includes trees, lighting, bus stops, bicycle racks, parking meters, traffic signs, refuge strips, and other urban living infrastructure. The **sidewalk** is reserved for pedestrian movement and should not contain any street furniture. The **building zone** is located between the sidewalk and the building facade. The character of the building zone is determined by the use of the adjacent land use building.

Underground Utilities and Stormwater Infrastructure: Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian -friendly environment and other Plan objectives. Such infrastructure They should be located under sidewalks, parking lanes, or the building zone; it they should not be located under street trees. To achieve this goal, detailed site analysis should take place early in the development process to avoid conflicts between utilities and proposed street tree locations. -New development should provide underground utility conduits or provide commitments to facilitate future improvements -on adjacent properties. Utility boxes for phone, cable, electricity, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults.

Street Lighting: Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to LEED light pollution -Dark Sky requirements and County ordinances. Light fixtures should be full cutoff and use energy-saving technology. Street lights should be located so as to not conflict with street trees at their projected maturity.

Streetscape Design Flexibility Design Alternatives: When infill or expansion of buildings or other existing features constrain a site's design Where pre-existing site constraints might limit the ability of a development to satisfy all streetscape recommendations guidelines, variation from the streetscape guidance should may be permitted some limited variation may be permitted if the proposed alternative meets or exceeds the standards established by this plan. Where flexibility is granted, the streetscape should include acceptable sidewalk widths, and an acceptable amount and location of street trees, and an acceptable amount of street trees and landscaping planted in a manner within an environment that will sustain their growth. For example, if the

~~guidance is to provide a double row of street trees but there is not enough space for staggered rows, an equal number of street trees planted in a single row may be an appropriate alternative.~~

Streetscape Dimensions: In general, areas with higher pedestrian activity, such as major retail streets and the areas surrounding Metro ~~stations,~~stations should have wider sidewalks to accommodate increased pedestrian activity. Above all, consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Public Safety: When locating street trees, ~~and other plantings, and amenities are to be located~~ in proximity to roadways or within medians, safety and sight distance should be taken into consideration. ~~upon reviewing a development proposal's streetscape design. Modifications to the streetscape guidance are appropriate to account for these issues when viable alternatives in streetscape design are provided to ensure continuity in the streetscape pattern.~~

Streetscape Maintenance: Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the adjacent property owner to maintain the entire streetscape area. In addition, when the sidewalk streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may will need to be provided for the portion of the sidewalk streetscape located on private property.

Pedestrian Crossings: At pedestrian crossings, special pavement should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street. Crossings at major streets should be highly visible and timed with signalized crossing systems. ~~When Should a~~ medians ~~are be~~ provided, ~~they it~~ should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Median Landscape Strip: New streets at Tysons are not expected to include medians except where they would facilitate pedestrian crossings. New streets are generally not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be planted with attractive landscaping. Consideration should be given to the use of attractive Low Impact Development techniques ~~for stormwater remediation in this area; native plants; and plants that are drought tolerant; low in maintenance; and resistant to disease, pollution, and heat.~~

On-Street Parking: Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip ~~on the curb~~. The refuge strip will allow passengers to exit parked cars without having to step into ~~planted landscaped~~ areas. Trees should be spaced appropriately to allow car doors to swing open without obstruction.

Planting in the Pedestrian Realm: Street trees should be planted in an environment that promotes healthy root growth and should be spaced no more than 50 feet apart. Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions such as pollution should be used. In addition to trees, ~~v~~Vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Consideration should be given to the use of a broad palette of native and drought tolerant species. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points. Where appropriate, special pavement treatments or hardscape elements may be considered to achieve both root-friendly design and pedestrian walkability within the streetscape. Irrigation should be provided.

Low Impact Development Techniques: Streetscape design should include innovative stormwater remediation design elements such as bioretention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements: Street furniture selections, such as benches, water fountains, and bike racks, should be consistent within each district. This may include the model, size, and finish. ~~FAH~~Fixed elements, such as~~like~~ light poles and parking meters, should be aligned within the landscape amenity panel so as to minimize the disruption of pedestrian flow.

Boulevard Streetscape ~~s~~ Guidelines

The boulevard streetscape applies to Route 7, Route 123 and International Drive. These streets will carry the largest volume of automobile traffic and will also accommodate Metrorail, buses, bicycles and pedestrians. See Figures 9 and 10.

The streetscape concept for Boulevards features wide sidewalks, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following guidelines-recommendations are provided for achieving the boulevard streetscape character:

Landscape amenity panel: This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel-landscape strip is encouraged. ~~Plantings should occur closest to the sidewalk, leaving room adjacent to the road for street lighting and signage.~~ In addition to vegetation, this arealandscape areas should include amenities such as bicycle racks and bus shelters.

Sidewalk: A minimum 10-foot wide sidewalk ~~that should~~ allow for uninterrupted pedestrian movement ~~should be provided. In areas where heavy pedestrian activity is expected, sidewalks as wide as 25 feet may be necessary.~~

Building Zone: A ~~minimum 15 foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. secondary landscape strip should be, at a minimum, 15 feet wide when adjacent to a building.~~ Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered affect with those planted in the landscape amenity panel.

When ground level retail is provided in a building, a portion of the ~~the~~ building zone should be used for retail browsing or outdoor dining.

Figure 9
Boulevard Streetscape

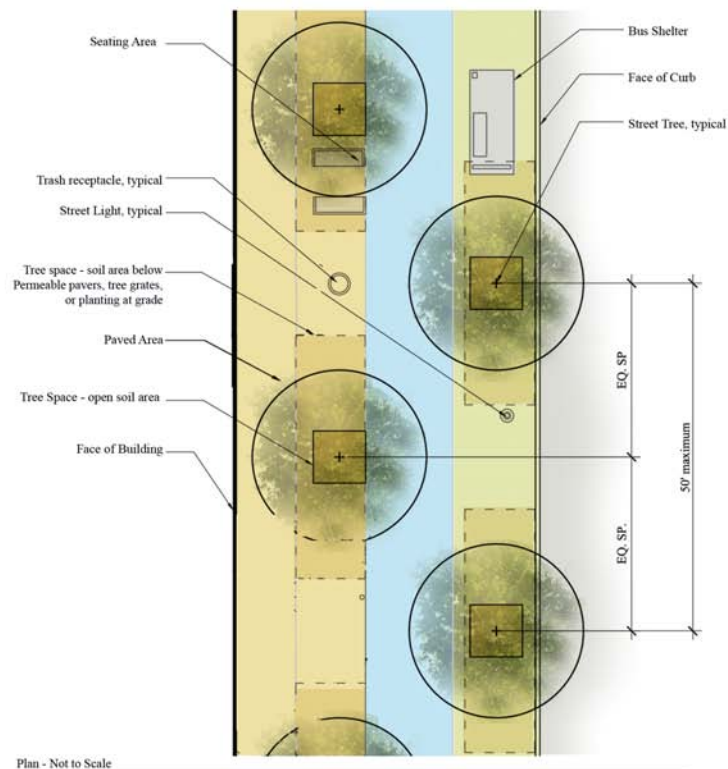
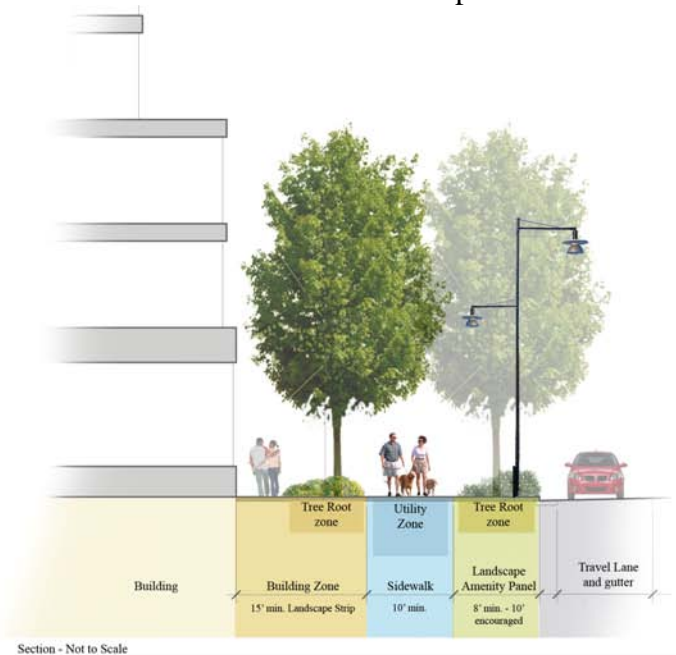
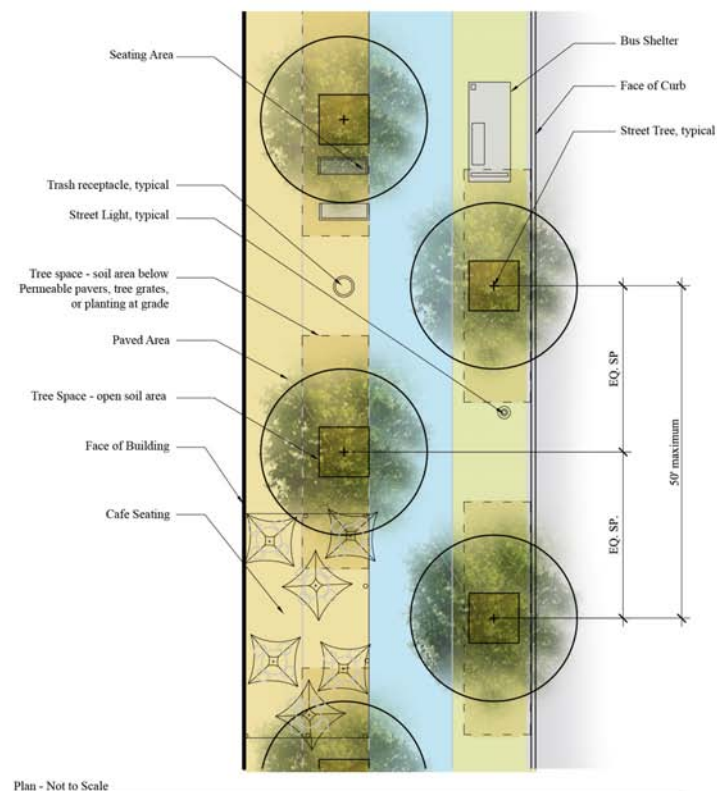
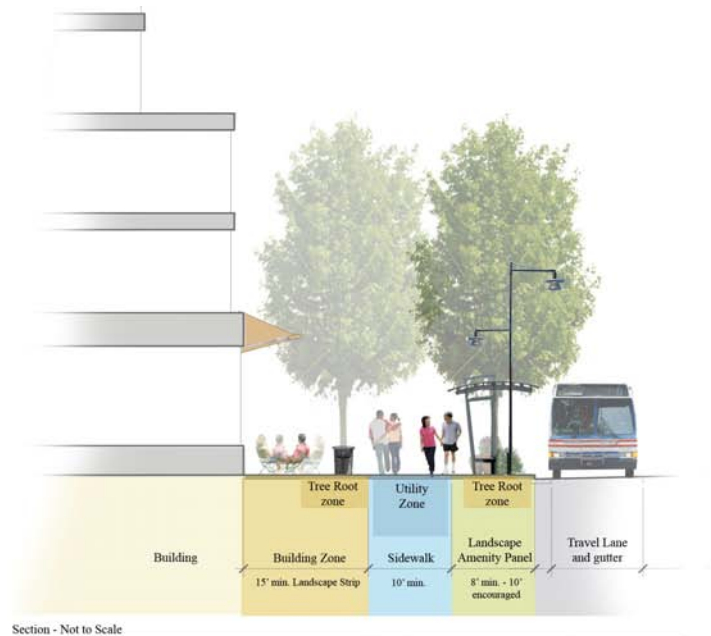


Figure 10
Boulevard Streetscape with Outdoor Dining



Avenue, Collector, and Local Street Streetscapes~~Guidelines~~

While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figures 11 and 12.

For local streets, traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk “bulb outs” at intersections may be appropriate.

The following guidelines-recommendations are provided for achieving the streetscape character for avenues, collectors, and local streets:

Landscape amenity panel: This zone should be a minimum of 8 feet wide along avenues and collectors and a minimum of 6 feet wide along local streets. ~~Plantings should generally be placed in the center of the landscape strip.~~ Street trees should be ~~organized~~ in evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 8 feet wide. Sidewalks along local streets should be a minimum of 6 feet wide. ~~In areas where heavy pedestrian activity is expected, sidewalks as wide as 25 feet may be necessary.~~

Building Zone: This width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone-pedestrian activity area/landscape strip should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Figure 11
Avenue/Collector/Local Street Streetscape with Residential Building

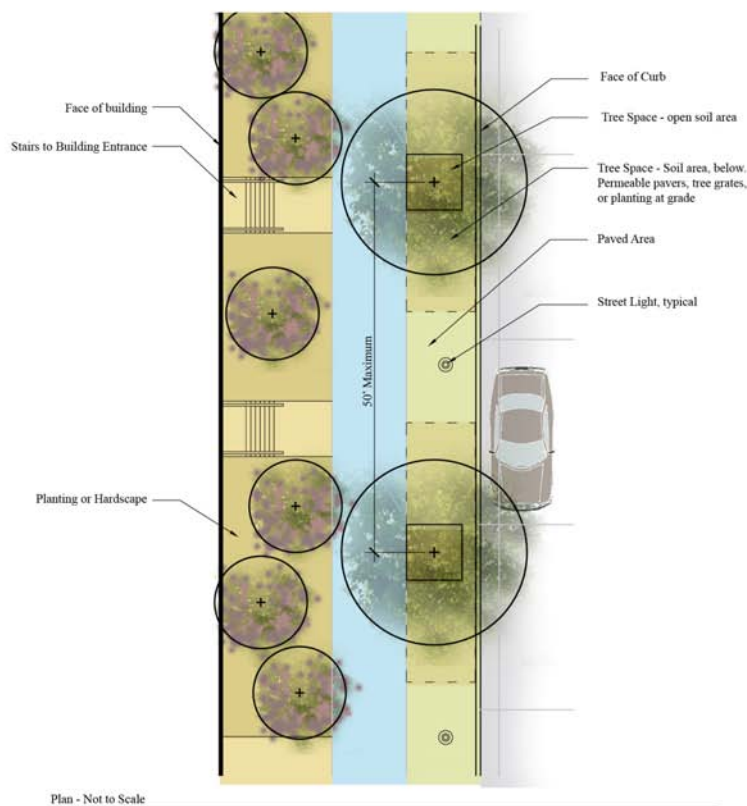
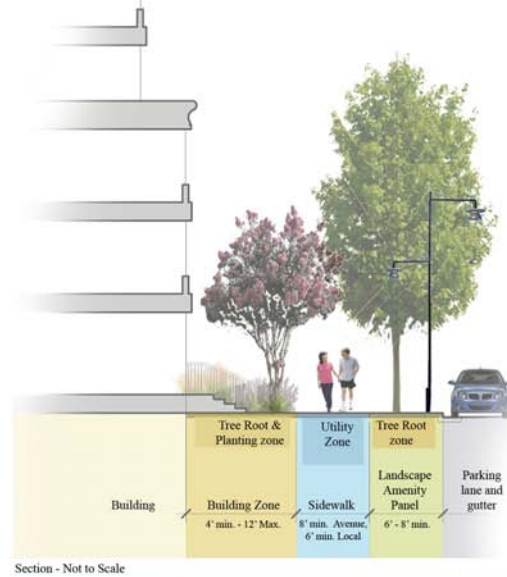
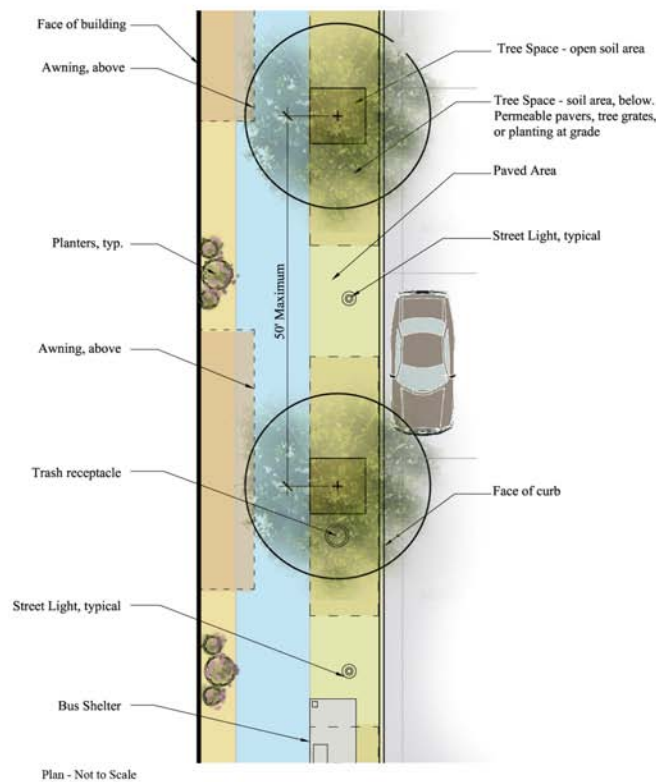
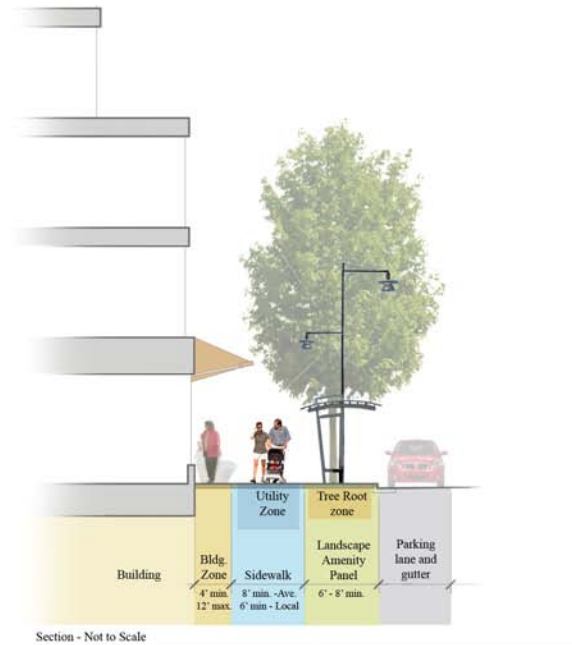


Figure 12
Avenue/Collector/Local Street Streetscape with Commercial Building



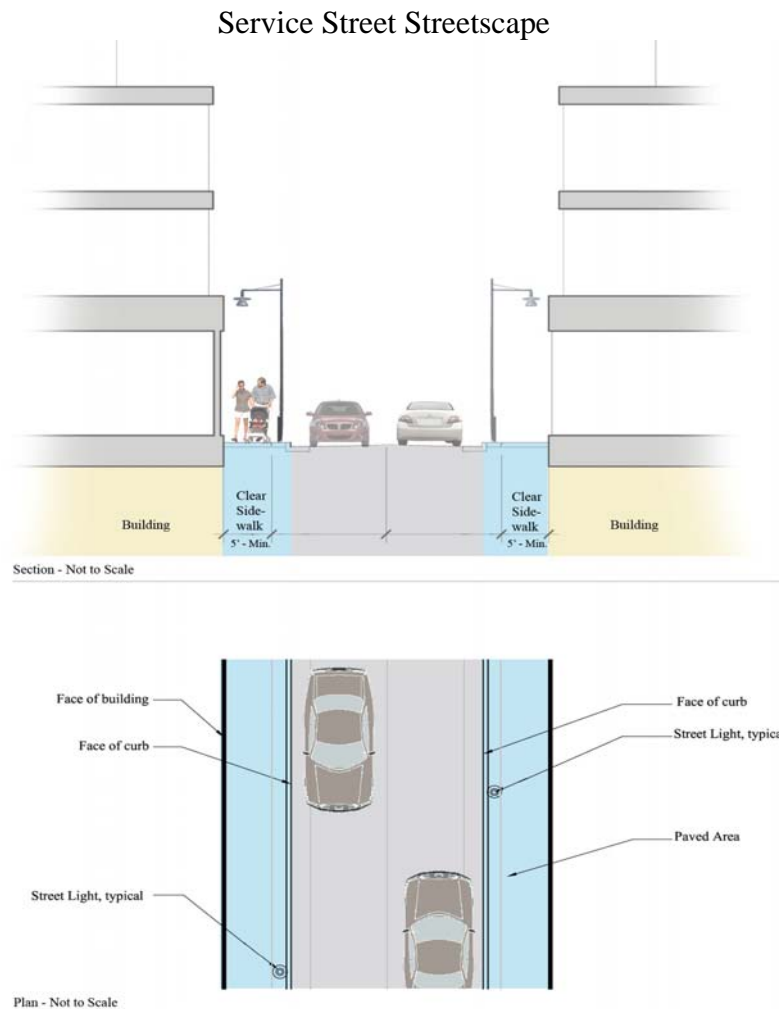
Service Street Streetscapes Guidelines

Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure 13.

Sidewalk: A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area.

~~*Utility Panel:* A 2 foot wide utility panel should be provided between the sidewalk and the road.~~ Attractive street lighting should be provided ~~in the utility panel~~ to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Figure 13



Staff Note: The Arts text was moved to page 110 under 'Urban Design Principles' for clarity.

Building and Site Design

Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. GenerallyTypically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Non-active uses like ~~should not be and the sidewalk, or if there is no other alternative, they should be screened in an attractive manner.~~ loading docks, mechanical rooms, utility vaults, and exposed parking decks, should be oriented away from boulevards, avenues, and local streets. These uses, which detract from the

pedestrian experience, should be located facing service streets or placed internally to the building envelope to minimize their negative impacts.

The scale of buildings in relationship to the street and sidewalk should also be considered. Tall, continuous buildings create canyon-like conditions which significantly detract from the pedestrian experience. Proposed developments should create building facades and frontages which are appropriate to pedestrians in scale and level of detail. In the same manner that excessive height along the sidewalk can feel uncomfortable to pedestrians, long expanses of blank walls or uniform materials can detract from the walking pedestrian experience and deter pedestrian movement.

If designed well, the combination of public and private spaces creates attractive and functional places to live, work, and shop. High standards for innovative architecture and landscape architecture will create a unique aesthetic and identity for the urban form within Tysons.

The following recommendations guidelines address Build-to Lines and Building Frontages; Bulk and Massing; Step-Backs; Building Articulation ~~and Architectural Elements~~; Fenestration and Transparency; Parking Design; and Building Height.

Build-to Lines and Building Frontages

The build-to line is a theoretical line on the ground indicating where the facades of buildings should be located. The line ensures that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally applies to the podium (or base) of the building structure and excludes building towers, which may be set back further to allow for light and air to reach the street.

The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and generally serves as a physical and visual boundary to the pedestrian realm. The building frontage typically separates exterior public space from interior semi-public or private space. The building frontage only applies to the floors of the building podium.

Proposed developments in Tysons should adhere to a consistently established build-to line for each block. The location of the build-to lines will relate to the streetscape guidance, the intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street and the district, and will be indicated in the specific urban design guidelines developed for each area.

Existing uses and buildings that do not conform to the build-to line established by new development (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical ~~linkages~~[linkages to conforming new buildings](#) that address the pedestrian realm. These buildings may use walls, landscaping, or other architectural features to align with other buildings at the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

Bulk and Massing

Redevelopment in Tysons will be urban in nature, and new buildings will ~~generally~~[typically](#) occupy a majority of the block and ~~will~~ be multiple stories in height. Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. [Guidance regarding building massing includes:](#)

- Towers should be designed with height variations to protect access to light and views and to allow for privacy.
- Towers should be sited and spaced from one another in a manner that allows for light at the street level and minimizes long periods of shadow on the street, adjacent buildings, or public open space.
- Generally, towers should be located towards the wider rights-of-way, where the street section can absorb the additional building height better than narrower streets.
- Buildings should be at least two stories tall along the street, and should step-back above the podium as a transition to the building tower. Floor plate area reductions at the upper stories, and tower articulation should also be considered.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk [or building zone](#). Therefore, in the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk [and building zone](#).

Ground-floor residential uses, however, should be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not effect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

Step-Backs

The pedestrian experience is greatly influenced by the height of the building along the sidewalk. As a result, great care must be taken to preserve the proportion and scale of the street section so that it does not result in an overwhelming, dark, and windy pedestrian corridor. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

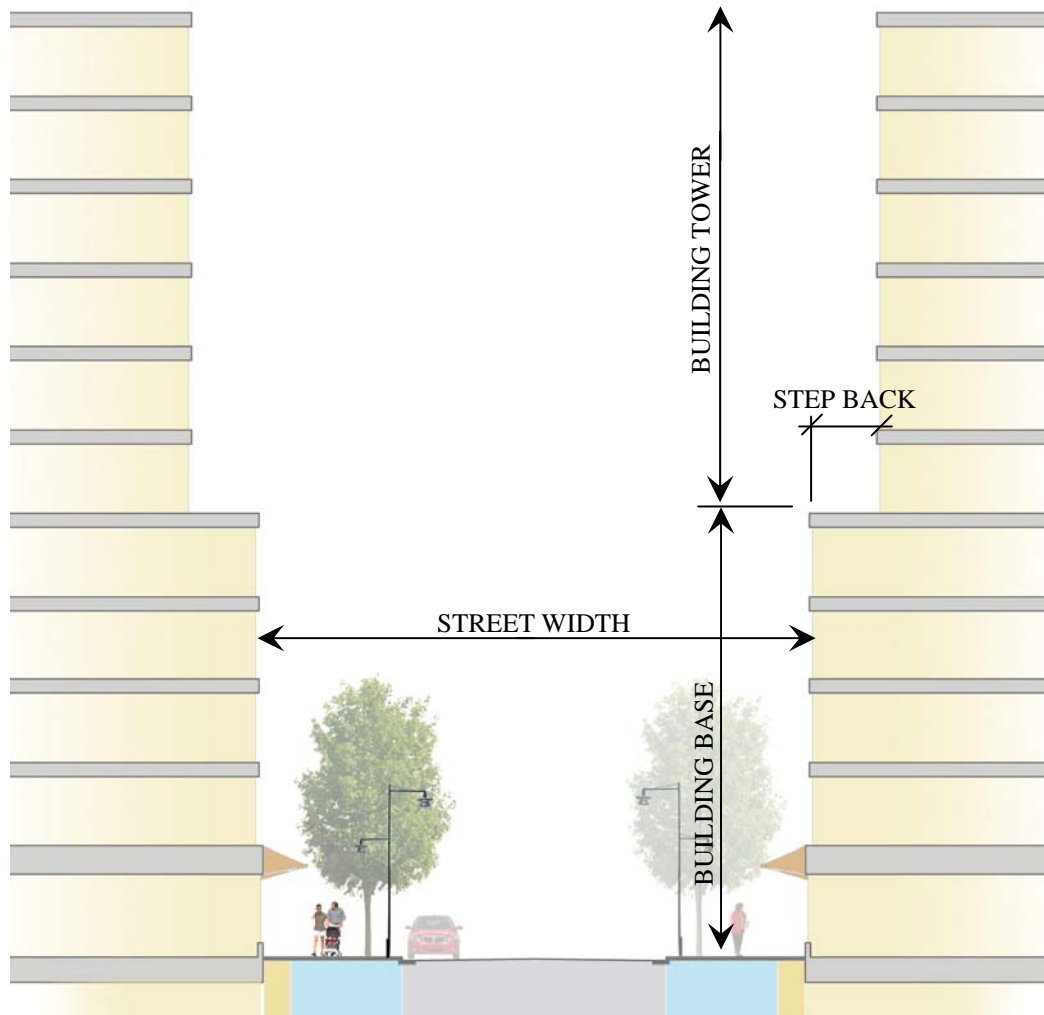
Step-backs result in building towers which are set back from the building frontage. As a result, pedestrians only ~~experience~~ perceive the first few floors of the building podium, and not the full height of the tower. Step-backs can be used to reduce the impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also reduce the “tunnel” effect that sometimes occurs along streets that are lined with taller buildings.

Step-backs occur above the building podium and can vary by location and context. They can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. Solar shading analyses (also called sunlight or shadow studies) may be necessary to ensure that adjacent buildings will have adequate light and air.

In higher density areas, building podiums will tend to be taller, and thus, the step-back may be located anywhere from four to eight stories above sidewalk level. In lower density areas, the step-back may occur from two to four stories above sidewalk level. Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2.

~~Care should be taken to avoid the “wedding cake” architecture of some step-back designs. An illustration of the use of step-backs along with building towers is shown below.~~ The use of the step-back technique, as illustrated in Figure 145, can help avoid the “wedding cake” architecture which can result from excessive building setbacks.

Figure 145
Step-back Illustration



Note: An appropriate ratio of street width to building base height should be preserved throughout the introduction of a step-back above the building base or podium. The recommended street width to building base ratio is between 1:1 and 1:2.

Building Articulation

In addition to building massing and setbacks, the treatment of building facades contributes to the quality and character of the pedestrian realm. Building articulation, in the form of rhythmic bays, planar breaks, material changes, window systems, entries, balconies or stoops, can be used to break down the scale of building facades and avoid long, monotonous lengths of building elevation, ~~which should be avoided.~~

Building articulation should also include changes across the height of the building. This can include material, color, and textures which express the ground floor, building podium, and building tower. Articulation may also include cornices, different roof forms, and parapet modulation to provide visual interest.

Articulation provides the details which make buildings interesting and engaging. Further, many articulation elements serve a dual purpose when they provide shade, demarcate entries, or act as gateway features.

Blank walls are solid walls without fenestration, entries or portals. When located at the ground floor, they are detrimental to the pedestrian experience and may disrupt pedestrian flow. Such conditions should not be permitted on any public street-facing facade. Active uses should be provided at the ground floor as much as possible. If blank facades cannot be avoided, strategies should be employed to mitigate their impacts. These may include the provision of applied architectural elements, material changes, or other similar features to provide additional building detail and visual interest.

Fenestration and Transparency

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finished elevation of the first floor ceiling should be at least 60 percent transparent. This is measured by comparing the total glazed area for each building frontage to the total elevation area. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered “transparent.” ~~Window boxes for the display of merchandise which occupy the entire frontage should also be avoided.~~

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm. To ensure adequate privacy in residential buildings, the sill of ground floor windows should be placed above the eye level of passers-by on adjacent sidewalks. This will be partially achieved through raising the finished grade of the ground floor residential units.

Parking Design

General Parking Design ~~Guidelines~~ Recommendations

The following parking design ~~guidelines~~ recommendations are applicable to all areas of Tysons:

- Parking access should always be designed in such a manner as to ~~minimize~~ ~~reduce~~ conflicts between vehicles and pedestrians ~~and to take into account pedestrian safety~~. This ~~may~~ includes reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.
- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as ~~retail~~, civic or entertainment, may require highly visible parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building.

Structured Parking

Underground parking is the least intrusive ~~form of parking~~ on the built environment and is the preferred method for providing parking in Tysons. Above-grade structured parking, or podium parking, may also be appropriate under some circumstances. Above-grade parking structures should be “wrapped” with active uses on all sides except along a service street. See Figure 15.

In some locations, exposed parking structures that are not wrapped with other uses may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels. Generally, architecturally-treated garages should be designed consistently with surrounding buildings. Efforts should be taken to place these structures facing service streets. Stand-alone above-grade parking structures ~~should be~~ discouraged.

Surface Parking

Surface parking ~~lots~~ should be avoided. The exception to this ~~guideline~~ occurs in portions of the Non-TOD Districts near the edge of Tysons, where structured parking may not be economically feasible. Surface parking may be considered for short term parking or for passenger drop-off and pick-up areas. When provided, Surface parking lots should be located to the side or rear of the primary use ~~with pedestrian connections~~ and should contain pedestrian connections that lead to the front door of the associated

building. They should be ~~attractively and intensively~~ heavily landscaped, ~~be well-~~lighted, and ~~publicly~~ visible for ~~greater~~ safety. Surface ~~parking~~ lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the ~~p~~Pedestrian ~~r~~Realm. They ~~also~~ should ~~also~~ be designed to contribute to site stormwater management ~~by~~ using elements, such as planter areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking ~~creates safer sidewalks~~ makes sidewalks safer and provides necessary ~~and sometimes more accessible~~ residential and retail parking. All avenues, ~~collectors,~~ and local streets within Tysons should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is ~~provided~~ ~~esent~~, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces.

Figure 15
Example of Below Ground/Podium Parking



Building Height

Building heights in Tysons will reflect the proposed intensity pattern. The tallest ~~built forms~~buildings will be located within 1/8 mile of the Metro stations, with heights stepping down gradually as the distance from the stations increases. Building heights will be lowest in locations adjacent to existing single-family residential neighborhoods outside of Tysons. Careful design will protect view corridors and maintain access to sunlight at these sensitive locations. The concept for building heights in Tysons is shown in Map 1 ~~10~~. The table following the map provides a range of maximum heights for each tier. Detailed guidance on maximum heights can be found in the District Recommendations.

The following are general ~~guidelines~~recommendations regarding building height:

- Maximum building ~~height includes height can only be achieved when~~ structured parking ~~is~~ placed under buildings (either below or above grade) ~~and not within free-standing parking structures. Where above-grade parking is provided, a development's overall parking ratio should generally be lower than the maximum standards set in the Transportation section.~~

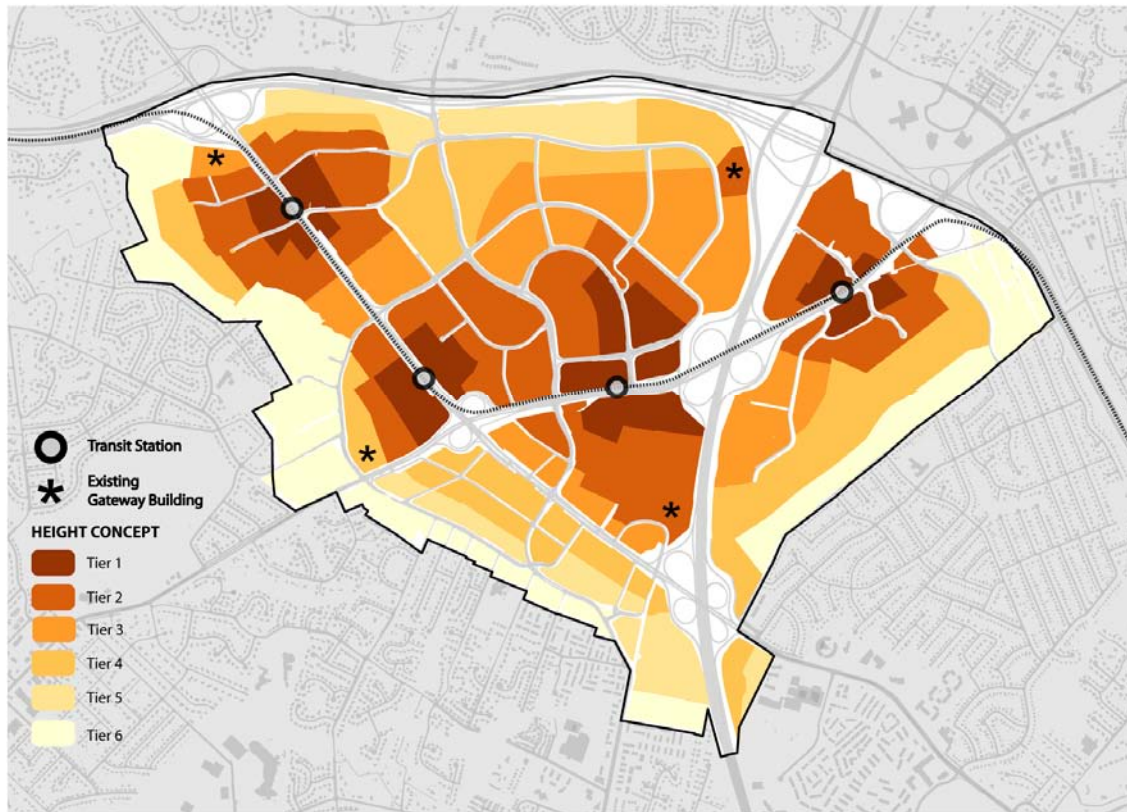
- The tallest buildings of any development, ~~particularly those that incorporate a tower feature,~~ should be located ~~internal to the site and along towards wider rights-of-way~~streets where they will be less likely to overwhelm the pedestrian realm;
~~where the street section can absorb the additional building height better than narrower streets. This is particularly applicable for buildings that incorporate a tower component.~~

- Parcels that are split by two height designations should have the flexibility to utilize the range of heights permitted by the taller designation when development proposals provide height transitions similar to those on the Building Height Concept Map and provide a site design that is supportive of other urban design objectives.
- ~~In areas along the Dulles Toll Road, b~~Building heights and massing should respond to context, intended uses, and the Plan's vision for specific ~~locations. Buildings in this corridor may~~Buildings may be oriented to maximize their view potential, but ~~their location and orientation should take into consideration should not be in direct conflict with~~ uses in the immediate ~~vicinity.~~ context, nor block the views to or from adjacent and surrounding buildings.
- The tallest buildings (Tiers 1 and 2) should be iconic in design and serve as identifying features that contribute to the quality of the ~~city~~ skyline. Iconic architecture can be defined as buildings that are well-crafted, unique,

distinguishable within their context, and complementary to the urban fabric. Iconic architecture should also advance the overall quality of design within the district.

- Height limits do not include mechanical penthouses, architectural features, or elements affixed to buildings which are part of innovative energy technology such as wind turbines or solar panels. However, these features should not excessively increase the building height.
- Height flexibility will be provided to facilitate the provision of affordable/workforce housing, as well as public and quasi-public uses such as a conference center or arts center.
- During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to light and air.

Map 10
Building Height Concept



* Locations of existing or approved gateway buildings

Tier	Building Height
1	225 to 400 ft
2	175 to 225 ft
3	125 to 175 ft
4	75 to 125 ft
5	50 to 75 ft
6	35 to 50 ft

Staff Note: The above table shows staff's revised recommended building heights.

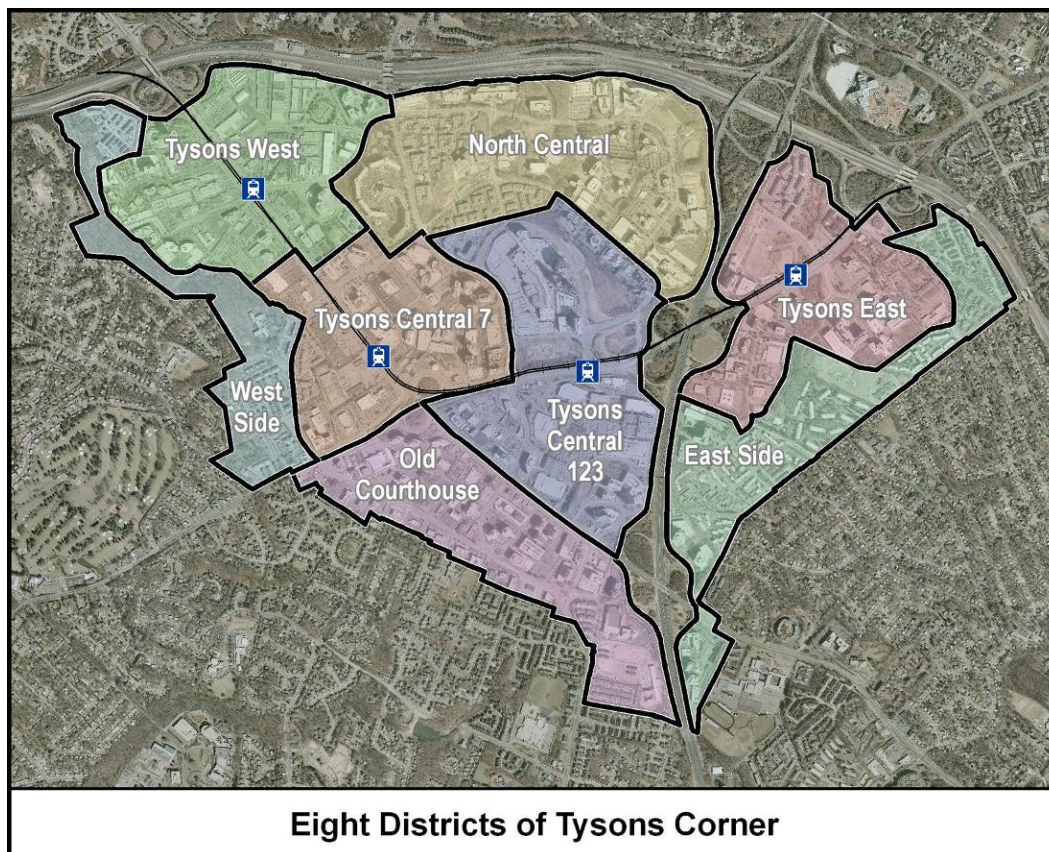
Staff Comment: The following table is provided for information purposes and compares the previous staff recommendation to the Task Force Draft Review Committee's recommendation and the new staff recommendation.

COMPARISON OF PROPOSED BUILDING HEIGHTS

Tier	Staff's Straw Man II Recommendation	Task Force Draft Review Committee Recommendation	Proposed Staff Alternative
1	200 to 360 ft	455 ft	225 to 400 ft
2	150 to 200 ft	360 ft	175 to 225 ft
3	100 to 150 ft	200 ft	125 to 175 ft
4	75 to 125 ft	150 ft	75 to 125 ft
5	25 to 75 ft	75 ft	50 to 75 ft
6	25 to 50 ft	50 ft	35 to 50 ft

5: DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the eight districts at Tysons. Four of these districts surround the future Metrorail stations and are referred to as Transit Oriented Development areas (TODs). The other four Non-TOD Districts provide a transition between the adjacent communities and the higher intensity development in the TOD areas. The map below shows the locations of the eight districts at Tysons.



The discussion of each district begins with a description of the overall vision for its transformation. Each district is then divided into subdistricts, and some subdistricts are further divided into subareas. Within each subdistrict or subarea, there is a brief discussion of its location followed by a paragraph entitled Base Plan, which generally recognizes the existing and/or approved uses and intensities for the subdistrict or subarea. Most subdistricts or subareas, except for the edges, also have sections entitled Redevelopment Option. These sections provide guidance on achieving the vision for transforming Tysons described in the Vision for Tysons section of the Areawide Recommendations.

For the TOD areas, the primary guidance on land use mix and intensities for the Redevelopment Option is provided in the Land Use section of the Areawide Recommendations. For the four Non-TOD Districts, primary guidance on land use mix and intensities is provided in the District Recommendations.

All development proposals in Tysons which involve new development or redevelopment that increase intensity, increase height, or substantially change the design of a previously approved development should be in general conformance with the Areawide Recommendations as well as the District Recommendations. Following are issues that most redevelopment proposals will need to address:

- Logical and substantial parcel consolidation and/or coordinated proffered development plans, as specified in the District text and in conformance with the Areawide Land Use Recommendations;
- The provision of housing, including Affordable and Workforce Housing, as described in the Areawide Land Use Recommendations;
- Significant improvement to vehicular and pedestrian access and circulation, as discussed in the Areawide Transportation Recommendations;
- Integration with other planned redevelopment on adjacent property, facilitating the redevelopment of other parcels in conformance with the Plan;
- The provision of publicly accessible open space, stormwater management facilities, and urban design amenities consistent with the Areawide Environmental Stewardship and Areawide Urban Design Recommendations; and
- The phasing of planned development with necessary public facility, transportation and infrastructure improvements and appropriate mitigation measures, consistent with the guidance in the Areawide Recommendations.

The order of the District text is as follows. The four TOD Districts are discussed moving from west to east: Tysons West, Tysons Central 7, Tysons Central 123, and Tysons East. The four Non-TOD Districts are also discussed moving from west to east: West Side, Old Courthouse, North Central and East Side.

Staff Note: Some of the detailed District text includes specific conditions from development approvals associated with previous Plan amendments. In other cases the detailed Plan text provides information on allowable intensities prior to the coming of four Metrorail stations to Tysons.

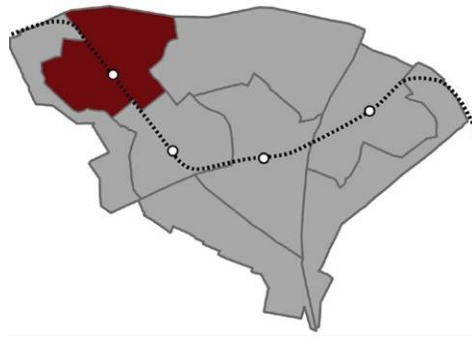
Tysons Land Use Task Force Draft Review Committee (DRC) Comments

The committee disagrees with staff's recommendations on the following issues.

- 1) Intensity – DRC recommends higher intensities in the TODs and along the potential circulator routes in the Non-TOD Districts.*
- 2) Building Height – DRC recommends higher buildings away from the edges of Tysons.*
- 3) Consolidation – DRC recommends adding ~~the deletion of~~ guidance for exceptions to the provision of minimum consolidation acreage.*
- 4) Location of Public Facilities – DRC recommends the deletion of specific locations for public facilities in the District plan text.*
- 5) Parks – DRC recommends the deletion of guidance for sizes and locations for future parks and open space.*

Specific information on these differences with staff recommendations are noted in the relevant sections of the Areawide Recommendations and the District Recommendations.

Tysons West



Vision

Tysons West is a gateway to Tysons from Route 7 and the Dulles Airport Access Road and Toll Road. This area of industrial uses, car dealerships and offices is envisioned to transform into a new transit-oriented, mixed use destination with special emphasis as an arts and entertainment center.

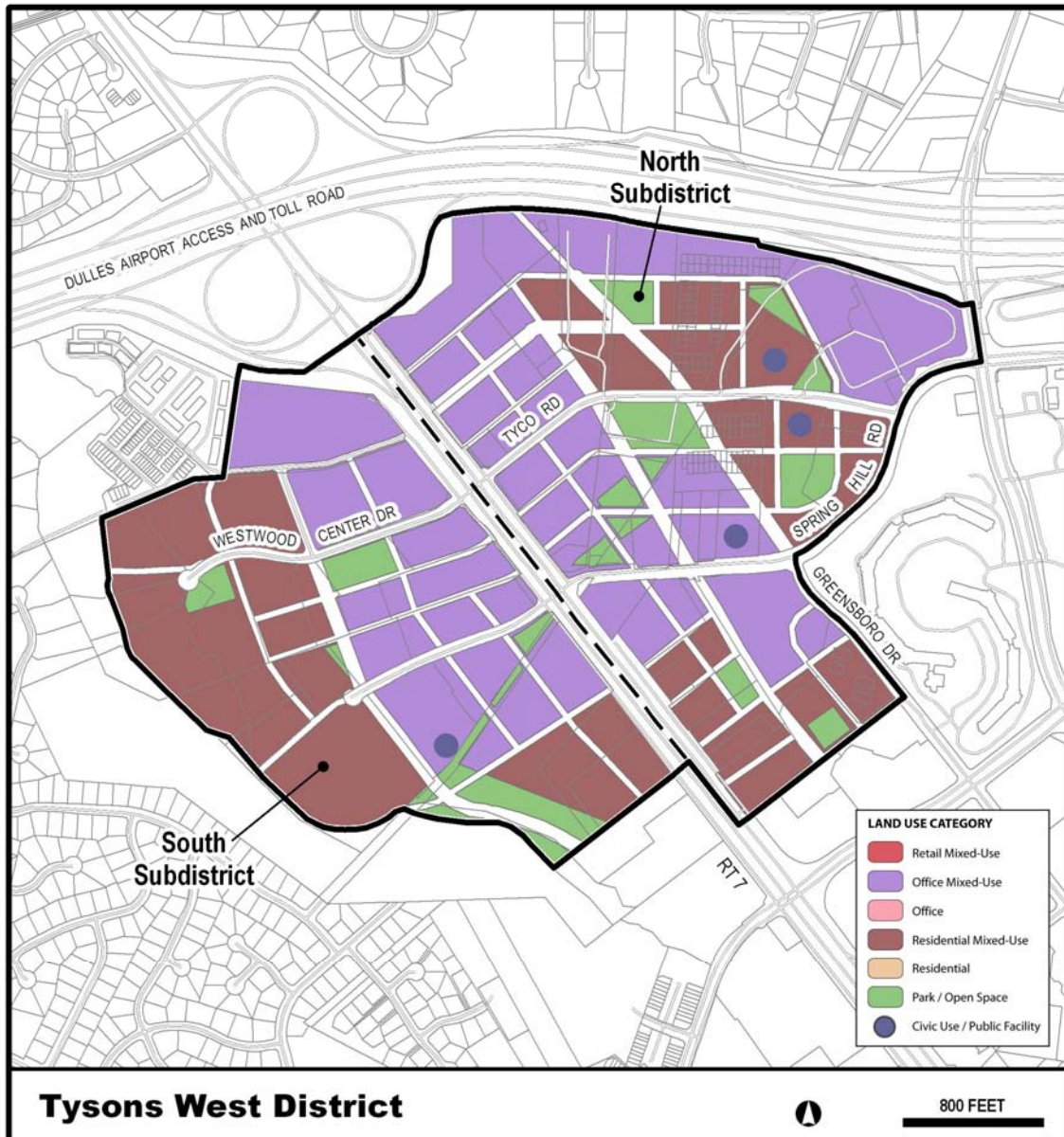
To become this vibrant urban destination, Tysons West will need a diversity in land use, including office, residential, hotel and retail uses, as well as a concentration of arts and entertainment uses of the type often found in more established downtown areas. Taking advantage of the Metro station, the majority of land uses closest to the station are designated for employment uses.

Retail uses should include restaurants and cafes, art galleries, small theaters, specialty and general retail that form the basis of an arts and entertainment center and stay open after the workday ends. Streets immediately adjacent to the Tysons West transit station are envisioned as retail streets, drawing people off Metrorail and into new residential neighborhoods. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A series of urban park spaces linked by the area's urban street grid will provide attractive places for walking and places for informal neighborhood gatherings. Live/work and loft housing should integrate with or be in close proximity to arts and entertainment uses.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard with inviting street level facades below high-rise buildings. This redesign should result in a calming of traffic through the area while maintaining the roadway capacity of Route 7.

Moving out from the station, ~~lower~~ planned intensities will provide transitions in scale, mass and height to the surrounding areas, such as on the west to the Old Courthouse Spring Branch Stream Valley Park and on the east to planned and existing residential areas in the North Central District.

The land use concept for the Tysons West District is shown in the map below.



On the southeast end of the district, office buildings along Route 7 create a strong business environment. People should be able to move easily back and forth between the Tysons Central 7 and Tysons West TOD Districts to take advantage of both transit stations and the supporting services planned for the ground floor of the office buildings and future residential buildings in this area.

Adjacent to the Dulles Airport Access Road and Toll Road, office uses are planned to take advantage of the visibility from the Toll Road and to continue the planned and existing office focus found in the North Central District located to the east.

The land use concept for the Tysons West district is shown in the map below. The district is composed of two subdistricts separated by Route 7: South and North Subdistricts.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by ~~the~~ development proposals.

SOUTH SUBDISTRICT

The South Subdistrict is comprised of about 104 acres and is bounded by the Dulles Airport Access Road (DAAR) and Toll Road/Route 7 interchange on the north, Route 7 on the east, the North Central 7 Subdistrict on the south and the West Side District on the west.

Base Plan

Auto sales use is the predominant land use along Route 7; the frontage properties also include two high-rise hotels and several office buildings. This area is planned for and developed with auto sales and office use with support retail and service uses at intensities between 0.7 FAR and 1.0 FAR.

Office use is the predominant land use on Westwood Center Drive and Spring Hill Road; this area away from Route 7 also includes several auto sales uses as well as two low-rise hotels. This area is planned for and developed with these existing uses. The hotels and office uses have intensities between 0.5 FAR and 0.7 FAR.

Redevelopment Option

This subdistrict is envisioned for substantial redevelopment to create a mixed use TOD with significant office, residential and retail components. Planned land uses include office, hotels, residential and retail uses. Retail should include such uses as restaurants

and cafes, art galleries, small theaters, specialty and general retail that can help form the foundation for an arts and entertainment center. Live/work and loft housing should be integrated with or be in close proximity to arts and entertainment uses. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

To achieve this vision, development proposals should address the Areawide Recommendations, and provide for the following.

- The vision for this subdistrict is to redevelop with significantly higher intensity near the Metro station as well as to become more diverse in land uses and incorporate an arts and entertainment focus. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
- Consolidation or coordinated proffered development plans should include a minimum of 15 acres; this land should be located in the first intensity tier (within 1/8 mile of a Metro station) and the second intensity tier (between 1/8 and 1/4 mile of a station).

Tysons Land Use Task Force Draft Review Committee Comment: [The committee recommended adding the paragraph after the above bullet:](#)

[However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.](#)

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension

of Boone Boulevard and planned new ramps from the Dulles Airport Access Road connecting to Boone Boulevard.

- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks, and pedestrian and bike circulation improvements should be provided, including multi-use trails along the adjacent stream valley park land and the Dominion Power easement. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations
- The green network planned for this area includes use of the existing Dominion Power easement as a pedestrian and open space amenity that links the Old Courthouse Spring Branch Stream Valley Park to the Tysons West Metro station, as well as to several urban parks. This area should also include one planned civic plaza (urban park), at least one acre in size and located within ¼ mile of the Metro station. This plaza should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in this area. A common green urban park of at least one acre should also be located in the subdistrict to provide active and passive recreation and leisure opportunities for residents and workers.
- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons Central 7 District. Publicly accessible open space and recreational facilities should be provided consistent with the guidance in the Areawide Environmental Stewardship Recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also,

commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

- In addition, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment or as an alternative to providing underground, the high voltage line could be relocated to an alignment away for the Metro station entrance.
- Under this option, building heights may range from 105 feet to ~~360~~ 400 feet, depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to ~~360~~ 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 150 and ~~200~~ 225 feet. Beyond one-quarter mile, buildings should have lower heights, with areas along Route 7 to the south at ~~125~~ 175 feet and areas at the western edge of the subdistrict having heights up to 105 feet. The exception is the Tysons Sheraton Hotel, which is a gateway landmark at 215 feet in height; property abutting to the east and south should not have buildings exceeding 150 feet in order to maintain this building as an existing gateway to Tysons Corner. Building heights should be consistent with the guidelines in the Areawide Urban Design Recommendations.
- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

NORTH SUBDISTRICT

The North Subdistrict is comprised of about 125 acres and is bounded by the Dulles Airport Access Road and Toll Road on the north, Route 7 on the southwest, and the Tysons Central 7 and North Central Districts on the southeast.

Base Plan

Auto sales and retail uses are the predominant land uses along Route 7, along with one high-rise office building. This area is developed and planned for auto sales and retail uses and as well as portions developed and planned for office use with support retail and service uses at intensities between 0.7 FAR and ~~1.0~~ 1.3 FAR.

In the area away from Route 7, industrial and industrial flex uses are the predominant land uses. On the eastern end of Tyco Road, there is an electrical substation and a three building office complex. On Spring Hill Road, there is a fire station, post office and two office buildings. This area is planned for low intensity industrial and industrial flex uses and office use with support retail and service uses at intensities between 0.5 FAR and 0.7 FAR.

Since the easternmost property [Parcel 29-1 ((1)) 67A, 68 and 69] provides a transition to the North Central District, this property should be similar in character and intensity to the North Central District properties fronting the Dulles Airport Access Road and Toll Road. The property is planned for office use up to .85 FAR provided that the following conditions are met:

- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office park;
- A transportation analysis should be performed in conjunction with any development application and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided; and
- The maximum building height is 75 feet.



View looking toward Metro Station from an urban park in Tysons West's North Subdistrict

Redevelopment Option

The subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Route 7 and adjacent to the Dulles Airport Access Road and Toll Road. Urban residential neighborhoods should be provided and will enliven the vibrancy of this mixed use district. Other land uses should include hotels, arts and entertainment, retail and support services. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

To achieve this vision, development proposals should address the Areawide Recommendations, and provide for the following.

- The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
 - Consolidation or coordinated proffered development plans should include about a minimum of 15 acres; this land should be located in the first intensity tier (within 1/8 mile of a Metro station) and the second intensity tier (between 1/8 and 1/4 mile of a station).
 - For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.

Tysons Land Use Task Force Draft Review Committee Comment: The committee recommended adding the paragraph after the above bullet:

However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the Dulles Airport Access Road and Toll Road connecting to Greensboro Drive.
- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks and with pedestrian and bike circulation improvements should be provided. ~~such as a multi-use trail along the Dominion Power easement.~~ The ability to realize planned intensities will depend on the degree to which access and

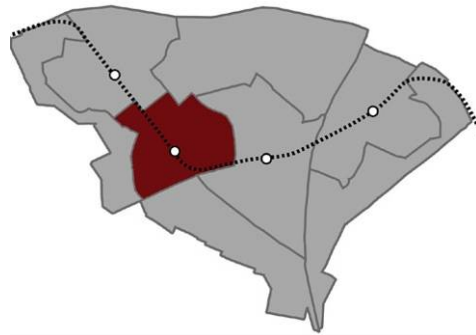
circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation recommendations.

- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.
- As discussed above under the South Subdistrict, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment.
However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.
- The green network planned for this subdistrict illustrates how ~~includes use of~~ the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.
- Additional urban parks are to be located throughout the subdistrict. All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. Publicly accessible open space and recreational facilities should be provided in this subdistrict consistent with the Areawide Environmental Stewardship Recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify needed improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation

of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations. It is anticipated that existing Fire Station 29 and the U.S. Post Office on Spring Hill Road will be relocated as redevelopment occurs.

- Building heights will vary depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 360 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 150 175 and 200 225 feet. Beyond one-quarter mile, buildings should have lower heights, with areas along Route 7 to the south at 125 175 feet and areas at the western edge of the subdistrict having heights up to 105 feet. Building heights should be consistent with the above guidance as well as the guidelines in the Areawide Urban Design Recommendations.
- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.
- A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Tysons Central 7



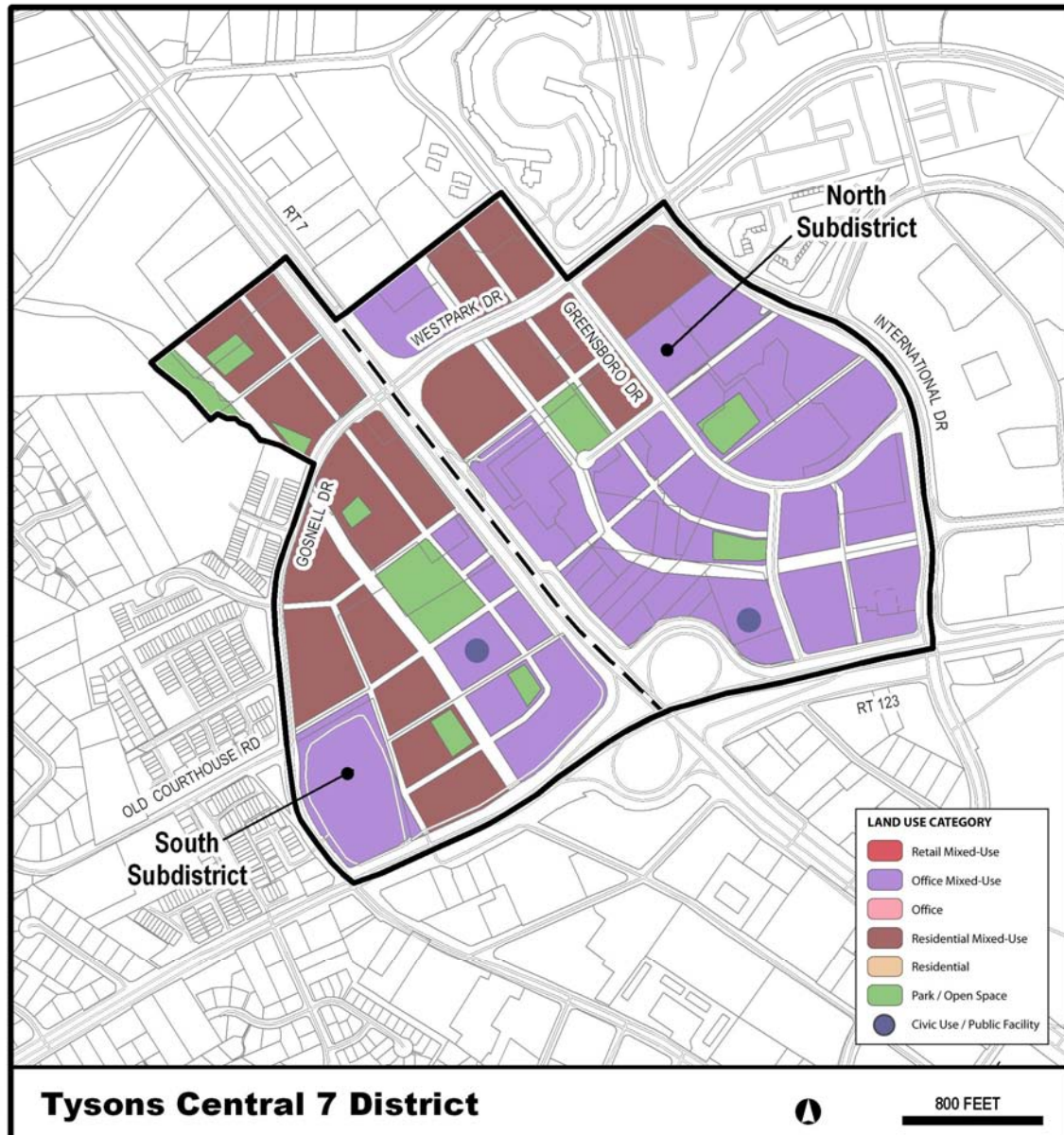
Vision

Tysons Central 7 District has two subdistricts, separated by Route 7. The North Subdistrict is envisioned to be a vibrant 24-hour mixed use center with residential, retail, and hospitality uses, as well as a high concentration of office space. The South Subdistrict is envisioned as a civic center with a great public space and a significant new public building or buildings. The South Subdistrict will also include a mix of public, residential and commercial uses. The transformation in the South Subdistrict will be influenced by redevelopment that comes with the extension of Boone Boulevard. The northwestern portions of both subdistricts provide connectivity to the Tysons West District by means of the grid of streets, which provides streets parallel to Route 7.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard on either side of the at-grade Metro station. This redesign will result in a calming of traffic through this office area while maintaining the capacity of Route 7. The streets leading to and from Tysons Central 7 will be pedestrian-friendly, encouraging people to walk and bike and leading people to the civic center and the business areas of the district.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

The map below shows the land use concept for the Tysons Central 7 District.





SOUTH TYSONS CENTRAL 7 SUBDISTRICT (CIVIC CENTER)

The South Subdistrict is comprised of about 76 acres, and is generally bounded by Route 7 on the east, Route 123 on the south, and Gosnell Road and Old Courthouse Spring Branch Stream Valley Park on the west. Existing land use is a mix of retail, auto dealerships, office and multi-family residential uses.

Base Plan

The multi-family and office uses located along Gosnell Road are planned and developed as a transition in scale and building mass to the townhouse uses in the West Side District. Along Route 7, the area is planned for and developed with auto sales and retail uses.

Redevelopment Option

The vision for the area is to redevelop into a mixed use area with mid-rise and high-rise buildings. Office uses should be concentrated closest to the Metro station, and the area should transition to more residential use away from the Metro station as illustrated on the Land Use Concept Map. The signature focal point of the Tysons Central 7 District is the civic center's great public space, the "Civic Commons" which should be about three to four acres. This public space will be a critical element for creating the area's new identity and will provide the setting for community events and celebrations within this portion of Tysons. The space should consist of both hardscape and open lawn areas

and should feature urban park amenities that will draw people in, such as interactive artwork or a unique water feature. As the signature civic open space in Tysons Corner, the Civic Commons should include elements that interpret the history of Tysons Corner from country crossroads to suburban office park to vibrant urban center. With easy access to transit, the Civic Commons could be the primary location within Tysons for staging major public events such as outdoor concerts or public markets.

Abutting the Civic Commons should be a new public building or buildings, which have a significant architectural design and provide government services, such as a public library, community center, and/or arts center. These public uses will bring a civic presence, and shape positive urban spaces brought to life by the interaction of employment, residential and retail uses, and outdoor events and street life.

As the subdistrict extends west to the West Side District, urban residential neighborhoods should be developed and be distinguished by calm, dignified blocks linked together by tree-lined streets with cycling, promenades and sitting spaces. Residential blocks should provide for public, semi-public, and private open space amenities.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subdistrict is to concentrate high intensity office uses closest to the Metro station, with the area transitioning to a higher proportion of residential use away from the Metro station. Other land uses may include hotel, retail and public uses which should be provided at intensities and land use mixes consistent with the guidance in the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
 - For the area between Gosnell Road and Route 123, which includes five properties, the consolidation or coordinated proffered development plans should include a minimum of 20 acres. A key component of any redevelopment proposal should be the provision of a significant portion of or all of the three to four acre Civic Commons as well as land for the civic building(s).

- For the area northwest of Gosnell Road (fronting on Route 7), which includes three properties, full consolidation should be provided. If full consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

Tysons Land Use Task Force Draft Review Committee Comment: The committee recommended adding the paragraph after the above bullet:

However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of the grid of streets.
- The major circulation improvement in this subdistrict is the Boone Boulevard extension. Development proposals should accommodate the eventual construction of this street. Redevelopment along this street's planned alignment should dedicate and construct this street, in phases if necessary.
- In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- As mentioned under the subdistrict's vision, the signature piece of the subdistrict is the three to four acre Civic Commons. In addition, other urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided according to the Urban Design guidelines, as well as consistent in quantity with the urban park and open space standards under the Areawide Environmental Stewardship Recommendations.

Tysons Land Use Task Force Draft Review Committee Comment

The committee recommends deletion of the Civic Commons acreage size.

- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons West District.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations. In addition, if the subdistrict existing residential use is redeveloped, the minimum affordable/workforce housing commitment should be a one for one replacement of residential units considered affordable/workforce units.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- In addition, specific public facility improvements identified are: 1) civic building(s) that contain public uses, such as a library, community center, and/or arts center; and 2) an electrical power substation northwest of Gosnell Road, which is to be located either this subdistrict or in the Tysons West District. From this new substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment.
- Building heights in this subdistrict range from 75 feet to ~~360~~ 400 feet, depending upon location, as conceptually shown on the Building Height Map and discussed in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Gosnell Road which has a maximum height of 75 feet; in this area buildings need to provide a compatible transition in building scale and mass to the adjacent West Side District across Gosnell Road. Height increases with distance from Gosnell Road, with the maximum height of ~~360~~ 400 feet limited to the area nearest the Metro station.
- A potential circulator alignment extends across this subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the discussion of Intensity in the Areawide Land Use Recommendations.

NORTH TYSONS CENTRAL 7 SUBDISTRICT

The North Subdistrict is comprised of about 102 acres, and is generally bounded by Route 7 on the west, International Drive on the north and east, and Route 123 on the south. This area contains the highest natural elevation in the County, which make its skyline visible from great distances. Office use is the predominant land use in the subdistrict. Two hotels are situated at opposite ends of the area, one on the east side and one on the west. In addition, a small number of freestanding retail uses are concentrated in the area adjacent to the Route 7/Route 123 interchange, which is also the location of a water tower and a U.S. Army Communications Tower. Since the tower has a strategic location near the highest point in Fairfax County, the communications tower function is expected to remain, although it is desirable that the tower itself be removed and its functions incorporated onto the top of a new building or buildings.

Base Plan

This area is planned for office with support retail and service uses at intensities up to 1.65 FAR. The exception is the area adjacent to the Route 7/Route 123 interchange, which is planned for and developed with retail uses and two existing public facilities (a communication tower and water tower).

Redevelopment Option

The area will continue to have one of the highest concentrations of office space in Tysons, which has made this cluster of business activity a desired address for businesses seeking signature headquarters buildings. However, the subdistrict is envisioned to become a vibrant 24-hour mixed use area with an increased intensity and diversity of land use including more office and hotel use and the addition of residential and retail uses.

A Civic Plaza type urban park of at least one acre in size should be provided about a block from the Metro station as shown on the Land Use Concept Map. It should be large enough for open-air activities. Public art and water features are encouraged to make the space appealing and attractive. The Land Use Concept Map also shows that other open space amenities should be provided throughout the area.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subdistrict is to remain one of Tysons' greatest concentrations of office space, with the provision of more office buildings with highest intensities near the Metro station. However, to become a vibrant 24-hour area, the area's diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Areawide Land Use Recommendations.

- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings, and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
 - For the area developed with freestanding retail uses that is east of the station (adjacent to the Route 7/Route 123 interchange) and west of the existing water tower, which is developed with freestanding retail uses, full consolidation or coordinated proffered development plans should be provided in order to address circulation and access needs associated with a significant increase in intensity for this area. In addition, this area may also need to coordinate access and circulation with the abutting portion of this subdistrict.
 - For the area fronting Route 7 abutting the station to the west and north, ~~the~~ consolidation or coordinated proffered development plans should include a minimum of 20 acres and should include adequately phased circulation and access improvements, as well as providing the area's envisioned mix of uses. In addition, this area will need to provide a Common Green type urban park of about one acre in size to provide active and passive recreation and leisure opportunities for residents and workers as shown on the land use concept map.
 - For the area north of Greensboro Drive, consolidation should include two or three properties as needed to provide open space and street grid improvements as shown on the land use concept map.
 - For the area north and west of Westpark Drive, consolidation should occur with property in the abutting Tysons West District.

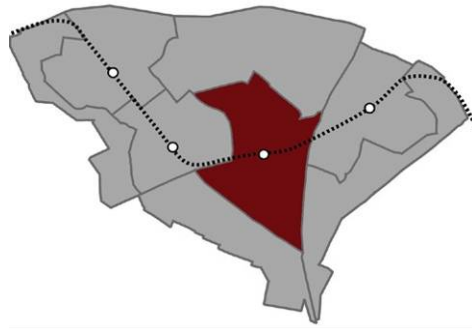
Tysons Land Use Task Force Draft Review Committee Comment: The committee recommended adding the paragraph after the above bullet:

However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of the grid of streets.
- The major circulation improvement for this subdistrict is a new street connecting Westpark Drive to Pinnacle Drive and potentially extending to International Drive, where the new street would align with Tysons Boulevard. Redevelopment along the planned new street alignment should provide the right-of-way and construct the street, in phases if necessary. In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with the Areawide Urban Design and Transportation Recommendations.
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Environmental Stewardship recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Land Use guidelines.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- This subdistrict contains the highest natural elevation in the County, and its skyline is visible from great distances. This subdistrict has some of the tallest buildings in Tysons, and new buildings are expected to contribute to its distinctive skyline. Maximum building heights range from ~~200~~ 175 feet to ~~360~~ 400 feet, depending upon location, as conceptually shown on the building height map and discussed in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station with a maximum height of ~~360~~ 400 feet.
- A potential circulator alignment extends across this subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-

of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the discussion of Intensity in the Areawide Land Use Recommendations.

Tysons Central 123



Vision

Tysons Central 123 is home to over half of Tysons' entire retail floor area. Building upon this strength by providing street-front, ground floor retail and more entertainment uses, this district is envisioned to remain the region's signature shopping destination. The vision for this district, however, goes beyond its current retail emphasis to create a vibrant mixed use area.

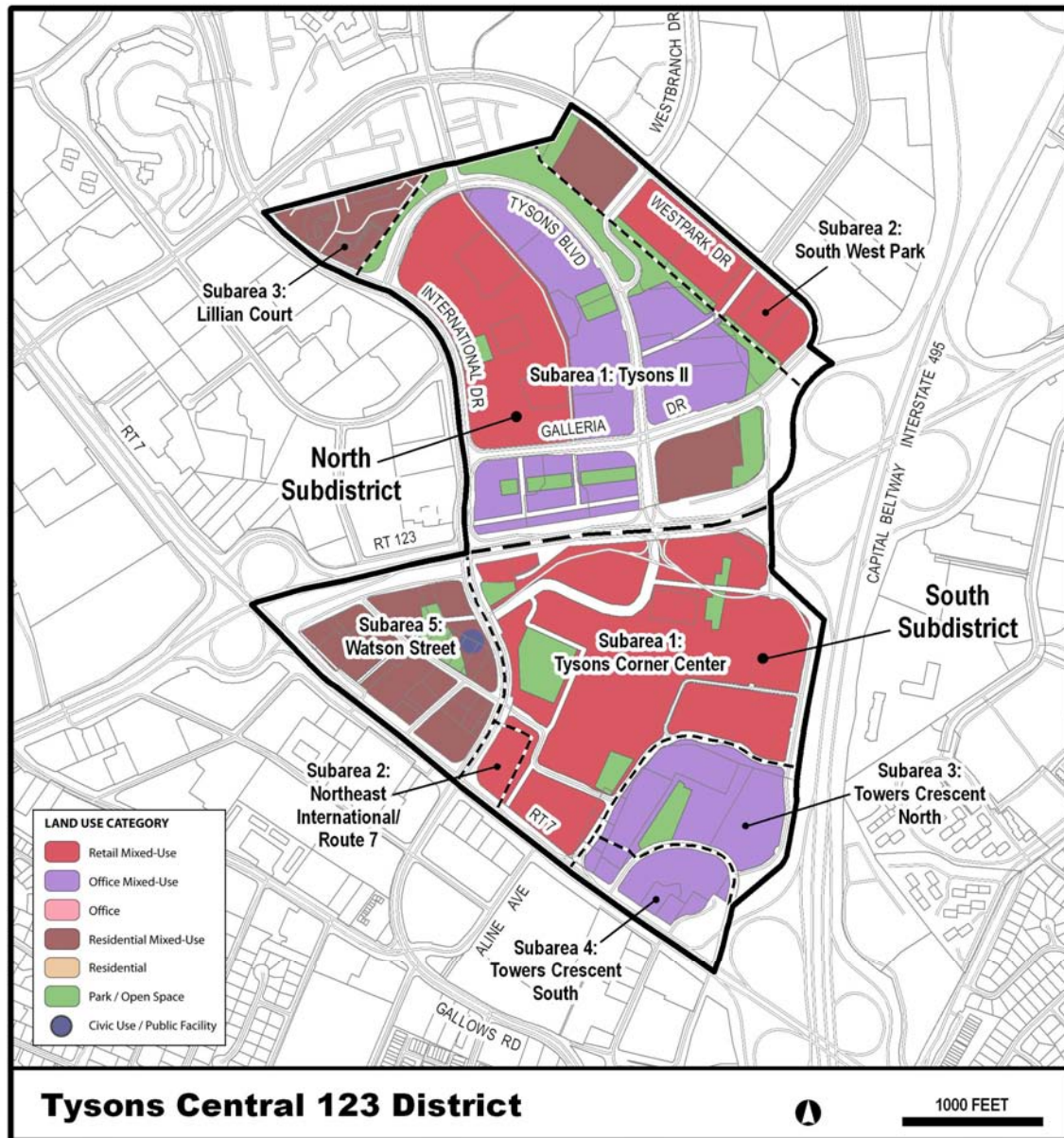
The vision for this district includes mixed-use high-rise hotel and a conference or convention center within walking distance of the district's regional retail space and the office concentration in the Tysons Central 7 District. To encourage the establishment of a conference or convention center, a density bonus may be considered.

Residents of the district's high-rise residential buildings will benefit from the available hotel services as well as the convenience of retail and entertainment uses. To allow the district to function as an urban area, on-street parking, where appropriate, will be a key ingredient as will centrally located parking structures shared by numerous businesses and residents.

Enhanced connectivity and safety improvements will also be needed to facilitate walkability around the Metro station and throughout the district. A significant challenge to pedestrian connectivity is the steep grade change along the northeastern side of this district. However, this topographical change may be an opportunity to integrate the district with the adjacent North Central District. As an example, pedestrian terraces and plazas could be built into the side of the hill between Tysons Boulevard and West Park Drive to improve pedestrian connectivity.

Running through the heart of Tysons Central 123 will be improved Routes 123 and Route 7. Both will be redesigned as pedestrian friendly, tree lined boulevards, with greater connectivity between Tysons 123 and Old Courthouse South.

The land use concept for Tysons Central 123 is shown in the map below.



This district is composed of two subdistricts: the North Tysons Central 123 subdistrict, which includes the Tysons II mixed use development; and the South Tysons Central 123 Subdistrict, which is dominated by Tysons Corner Center. The district also includes two urban neighborhoods along Watson Street and Towers Crescent Drive.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by ~~the~~ development proposals.

NORTH TYSONS CENTRAL 123 SUBDISTRICT

The North Tysons Central 123 subdistrict is comprised of about 115 acres and is generally bounded by Westpark Drive on the northeast, Route 123 on the south, and International Drive on the west. Existing development includes a regional shopping mall, office buildings, a hotel and a multifamily development. The vision for this subdistrict is to transform into a significantly more intense mixed use area transit-oriented area. The subdistrict contains three subareas.

Subarea 1: Tysons II

Subarea 1 is comprised of about 87 acres, bounded by International Drive on the west, Route 123 on the south, Subarea 2 on the northeast, and Subarea 3 on the north. Existing development includes the Galleria at Tysons II shopping mall, office buildings and a hotel.

Base Plan

Prior to Metrorail, the area was planned and approved for a mix of offices, hotels and retail mall with an intensity of 1.0 FAR (or approximately 4,700,000 square feet).

Redevelopment Option

The area is planned and approved for transit-related mixed use development with approximately 6,800,000 square feet. Land uses should include office, hotel, conference or convention center, and residential development. The existing mall should be retained or reconfigured with additional ground level retail and service uses. To encourage the establishment of a conference or convention center, a density bonus may be considered.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metro rail station. The area should include urban design amenities such as extensive streetscape features, plazas, and an amphitheater. Some plazas should be large enough for open-air activities such as musical

performances by small groups. A variety and an abundance of seating, and public art will make these spaces appealing and attractive.

While the mall and other existing developments do not readily accommodate a grid of streets, efforts should be made to provide a connected network of streets and to provide new pedestrian and bicycle connections where streets are not possible. In addition, redevelopment or reconfiguration of the mall should seek, where possible, to reduce views of parking garages, wrapping such structures with other uses and/or providing attractive façade treatments and screening.

Development above the approved level of 6,800,000 square feet may occur if it is consistent with the guidance on intensity and land use mix in the Areawide Land Use Recommendations, and if it meets the following conditions:

- Changes to the mix of uses may be necessary to address traffic impacts during peak periods, such as converting approved office to residential uses.
- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as discussed in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- Additional publicly accessible open space amenities within the subarea and/or in conjunction with Subarea 2 should be provided. To address this issue, innovative solutions should be explored to provide additional open space amenities, coordinating development with the adjacent South West Park Subarea. For example, the “pooling” of land between the two subareas could result in a major open space amenity for this portion of Tysons Corner. Open space should be consistent with the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
- Improvements to pedestrian and vehicular accessibility within Subareas 1 and 2 of this subdistrict will be necessary to address the envisioned urban character. To enhance connectivity, pedestrian terraces and plazas could be built into the side of the hill between Tysons Boulevard and West Park Drive. To improve vehicular

circulation, the Jones Branch extension should be provided as shown in the Area-wide Transportation Recommendations.

- Existing and approved building heights range from The Galleria at Tysons II at approximately 65 feet, to high-rise buildings approved at almost 350 feet. Changes in approved building heights should be consistent with the [conceptual](#) Building Height Map and Guidelines in the Urban Design section. This guidance indicates that the tallest buildings are planned up to ~~360~~ [400](#) feet and are located near the Metro station, south of Galleria Drive. North of Galleria Drive and along either side of Tysons Boulevard, buildings are planned [and approved](#) up to 300 feet, and the northern portion of the mall site is planned for building heights up to [200 225](#) feet. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea.
- Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator routes should provide right-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 2: South West Park

This portion of West Park forms the northeastern boundary of the subdistrict and is comprised of about 20 acres. Existing development is suburban office buildings with surface parking. The area's existing intensity is about 0.40 FAR.

Base Plan

This area is planned for office with support retail and service uses at an intensity averaging about 0.6 FAR. As an option, it is planned for a mix of office and residential uses averaging about 0.80 FAR (if the mix of uses has less traffic impact than office redevelopment at 0.6 FAR).

Redevelopment Option

With the advent of Metrorail, the vision for this area is to redevelop primarily with mixed use with an urban character at a substantially higher intensity than the Base Plan. The mix of uses should include ground level retail. However, the degree of intensification is contingent on how well development integrates with Tysons II through pedestrian and vehicular linkages. Any redevelopment that is not within 1/2 mile [walking](#) distance of the Metro station should not exceed an intensity of 1.0 FAR for office use or should not exceed 1.5 FAR for mixed use including residential use (the mix of uses should have less traffic impact than office redevelopment at 1.0 FAR).

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision is to redevelop the subarea with more intense mixed use buildings for portions within 1/2 mile [walking](#)-distance of the Metro station. Redevelopment should be diverse in land uses, including additional office use as well as potential hotel, retail and/or residential uses. All redevelopment should provide support retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
- In this subarea, coordinated proffered development plans with Tysons II will be essential to create the envisioned urban environment. Coordinated proffered development plans will help overcome the significant grade change between the two subareas. To address the issue of improving pedestrian connectivity, pedestrian terraces and plazas should be built into the side of the hill between Tysons Boulevard and West Park Drive.
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. To improve vehicular circulation, redevelopment should accommodate the Jones Branch extension as shown in the Areawide Transportation Recommendations.
- To improve connectivity, other streets creating urban blocks and other pedestrian and bike circulation improvements may need to be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design recommendations and the urban park

and open space standards in the Areawide Environmental Stewardship Recommendations.

- If redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- ~~In addition, two specific public facilities are identified for the abutting North Central District: a public school (potentially to be an elementary school) and a large urban park. Since these facilities (especially the park) will be amenities for this subarea, redevelopment should provide contributions to both facilities.~~

Staff Note: The above was deleted since these facilities are located in the abutting area and are addressed in that area's text, as well as the Areawide Public Facility recommendations.

- The maximum building height in this subarea is ~~200~~ 225 feet, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. As indicated under the Building Height guidelines in the Urban Design Recommendations, building heights should vary within the subarea.
- Potential circulator routes, as described in the Areawide Transportation recommendations, extend through or abut portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 3: Lillian Court

Lillian Court is comprised of about 8 acres. It is the northernmost part of this subdistrict and is bounded on the south by Tysons Boulevard and on the west by International Drive.

Base Plan

This subarea is planned for and developed with multi-family residential use at 30 dwelling units per acre.

Redevelopment Option

Redevelopment to higher density residential use may be considered for portions of the property within 1/2 mile ~~walking~~ distance of a Metro station, as described in the Areawide Land Use Recommendations. Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

If redevelopment is to be considered, the maximum building height should not exceed ~~150~~ 175 feet, and any increase in height above existing development is conditioned upon achieving compatibility with other surrounding or nearby residential development, such as the Rotonda. A variety of building heights should be provided in the subarea with maximum heights used to help establish a focal point. (See the Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

The minimum affordable/workforce housing commitment should be a one for one replacement of residential units considered affordable/workforce units.

In addition, publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

SOUTH TYSONS CENTRAL 123 SUBDISTRICT

The South Tysons Central 123 Subdistrict is comprised of about 130 acres and is bounded by Route 123 on the north, the Capital Beltway on the east and Route 7 on the southwest. The subdistrict contains five subareas: Tysons Corner Center, Northeast International/Route 7, Towers Crescent North, Tower Crescent South and Watson Street subareas.

Existing development is predominantly retail and office use, including Tysons Corner Center, the region's first super-regional mall which draws millions of shoppers from the metropolitan area and beyond. The subdistrict also contains a hotel and Tycon Tower, currently the largest office building in Tysons Corner. The vision for this

subdistrict is to transform it into a significantly more intense mixed use area on the south side of the Tysons Central 123 Metro station.

Subarea 1: Tysons Corner Center

Tysons Corner Center is comprised of about 77 acres, bounded by International Drive on the west, Route 123 on the north, the Capital Beltway on the east, Tower Crescent on the southeast and Route 7 on the south. Existing development is the Tysons Corner Center regional mall which contains approximately 2.5 million square feet of development and has an intensity of 0.74 FAR.

Base Plan

Prior to Metrorail, this subarea was planned for retail, office, hotel uses up to 0.80 FAR, with regional retail being the predominant use.



View looking toward Tysons Central 123 Metrostation from the urban park and pavilion at Tysons Corner Center mall.

Redevelopment Option

With the funding of Metrorail, the area is planned and approved for transit-related mixed use development with approximately 6,000,000 square feet. Planned land uses include office, hotel, conference or convention center, and residential development. The existing mall should be retained or reconfigured with additional ground level retail and service uses. To encourage the establishment of a conference or convention center, a density bonus may be considered.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metrorail station and surrounding areas. The area is planned for and approved with many urban design amenities including extensive streetscape features, plazas, a mini dog park, “Sky Terrace” rooftop recreation and leisure amenity, one-acre Common Green, and a multi-use pavilion. Many of the open spaces will be large enough for open-air activities such as fashion shows, seasonal markets, and musical performances by small groups. Abundant seating and public art will make the space appealing and attractive.

While the mall and other existing development does not readily accommodate a grid of streets, efforts should be made to provide a connected network of streets and to provide new pedestrian and bicycle connections where streets are not possible. In addition, redevelopment or reconfiguration of the mall should seek, where possible, to reduce views of parking garages, wrapping such structures with other uses and/or providing attractive façade treatments and screening.

Development above the approved level of 6,000,000 square feet may occur if it is consistent with the guidance on intensity and land use mix in the Areawide Land Use Recommendations, and if it meets the following conditions:

- Changes to the mix of uses will need to address traffic impacts during peak periods, such as converting approved office to residential or hotel use.
- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
- The approved development made significant commitments to improve pedestrian and vehicular accessibility within the subarea and between the subarea and adjacent areas. With consideration of additional intensification, however, a grid of streets

may be necessary. Intensification will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Existing and approved building heights range from 65 feet for Tysons Corner Center to high-rise buildings approved at about 350 feet near the Metro station. Changes in approved building heights should continue to focus the tallest buildings within one-eighth mile of ~~close to~~ the Metro station; height in this area could be up to 400 feet. Building heights generally beyond one-eighth mile from the Metro station should be between ~~150 175~~ and ~~200 225~~ feet.
- On the east side of the mall, buildings facing across the Capital Beltway (I-495) to the Regency or Encore multifamily developments should be oriented so that the longest dimensions of the buildings are not parallel to I-495. A variety of building heights should be provided. Changes in approved building heights should be consistent with the above guidance as well as with the Areawide Urban Design Recommendations.
- Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the discussion of Intensity section in the Areawide Land Use Recommendations.

Subarea 2: Northeast International/Route 7

This subarea is comprised of 2.4 acres and is located at the northeast corner of the intersection of Route 7 and International Drive.

Base Plan

It is planned for and developed with an office building with support retail and service uses up to 1.5 FAR. The existing development resulted from implementing a Plan option which provided the following:

- Sidewalks or other appropriate pedestrian facilities to create a strong linkage from this property to the Tysons Corner Center's nearest entrances and provide visible access for pedestrians coming into Subarea 2 from other areas.
- Building(s) oriented to International Drive or to a major circulation feature, with parking provided primarily underground or in a structure.

Redevelopment Option

Redevelopment to higher intensity office or mixed use building may be considered if the property is within one-third to one-half mile ~~walking~~ distance of a Metro station. See the Intensity section of the Areawide Land Use Recommendations. In addition, if redevelopment is to be considered:

- The maximum building height should not exceed ~~450~~ 175 feet (See the Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).
- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated under the Land Use guidelines.
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
- A potential circulator route, as described in the Areawide Transportation recommendations, extends through or abuts portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or other wise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 3: Towers Crescent North

Towers Crescent North is comprised of about 21 acres and is located along the north and west sides of Towers Crescent Drive, abutting Tysons Corner Center.

Base Plan

This area is planned for office use up to 1.65 FAR.

Redevelopment Option

The subarea is planned and approved for mixed use with office, residential and support retail and service uses at 2.5 FAR. The approved development resulted from implementing a Plan option which encouraged converting office use to residential use. The approved development provides many pedestrian and open space amenities, such as a large urban green and a pedestrian bridge connection to Tysons Corner Center. The residential component provides recreational facilities and affordable and workforce

housing. Building heights are planned and approved with Tycon Tower having the subarea's maximum height of 205 feet, which retains its prominence as [one of four existing](#) gateway buildings. In general, heights of other buildings decrease with their distances from Tycon Tower.

A potential circulator alignment extends along Old Meadow Road across the Beltway to this subarea, as described in the Areawide Transportation Recommendations. If this alignment is implemented, this subarea may need modifications to the area's streets. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 4: Towers Crescent South

This subarea is comprised of about 8 acres and is located south of Towers Crescent Drive and north of Route 7.

Base Plan

This subarea is planned for and developed with retail uses for all parcels except 39-2 ((4)) A. Parcel A is planned for and developed with hotel and support retail uses up to 1.4 FAR.

Redevelopment Option

As an option, mixed-use development with office, hotel and/or retail uses up to 1.4 FAR is appropriate if all parcels within the subarea are consolidated. Development proposals should show how these parcels are integrated to function as a single development. Improved pedestrian walkways should be provided that make the pedestrian experience pleasant and safe, particularly to connect with Subarea 3 (Towers Crescent North). The maximum building height should not exceed ~~150~~ [175](#) feet (See the Building Heights Map and Building Height Guidelines in the Urban Design section).

Redevelopment to higher intensity mixed use building may be considered if the property is within one-third to one-half mile ~~walking~~ distance of a Metro station. A potential circulator alignment extends through this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

If additional residential uses are provided, they should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

Redevelopment should provide publicly accessible open space and urban design amenities that are consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

Subarea 5: Watson Street

This area is comprised of about 20 acres, and is bounded by Route 123 on the north, International Drive on the east, Route 7 on the south, and the Route 7/123 interchange on the west.

Base Plan

The area is planned for and mostly developed with retail uses except for three office buildings which front on Route 7. The existing office buildings are planned and developed up to 1.65 FAR.

Redevelopment Option

The vision for this subarea is to redevelop into an urban neighborhood with a mix of uses, including office, residential, hotel and retail uses. Watson and Fletcher Streets may provide good locations for ground level retail and service uses, while Route 7 may be developed primarily with office uses.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

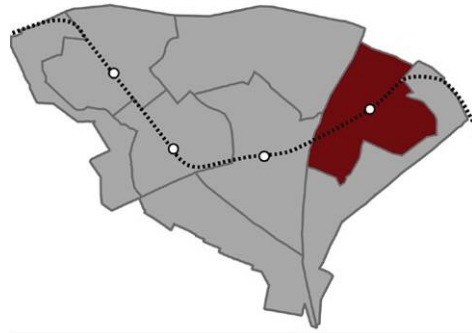
- The vision for this subarea is to redevelop into an urban mixed use neighborhood, with a focus on residential development but which also includes ground level retail and service uses as well as some hotel and office uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved as

indicated above, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting areas through the provision of the grid of streets. In addition, other pedestrian and bike circulation improvements should be provided that improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations. Several urban greens or plazas are shown on the Land Use Concept Map for this area. A Common Green type urban park of about one acre should be located in the subarea to provide active and passive recreation and leisure opportunities for residents and workers.
- Residential developments in this subarea should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated under the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- In addition, a specific public facility need identified is the provision of a fire station; this facility could be accommodated in this area's redevelopment.
- Maximum building heights in this area range from ~~150~~ 175 feet to ~~200~~ 225 feet, depending upon location. In general, the northern half of the subarea is shown to have maximum building heights of 200 225 feet and the southern half is shown to have maximum heights of 150 175 feet. A variety of building heights should be provided. Refer to the conceptual Building Height Map and Building Height Guidelines in the Areawide Urban Design recommendations.

- Potential circulator routes, as described in the Areawide Transportation recommendations, extend through or abut portions of this subarea. Redevelopment proposals along the circulator routes should provide rights-of-way or otherwise accommodate these circulators and should make appropriate contributions to their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Tysons East



Tysons East serves as a signature gateway for those coming to Tysons from the east. The defining focus of Tysons East will be Scotts Run Stream Valley Park, which is envisioned to be a great urban park and natural resource amenity surrounded by a mix of uses including office, residential, hotel, support retail and services. In addition, the area is a good location for institutional and public uses, such as educational and recreational facilities.

Scotts Run Stream Valley Park will be expanded through the stream valley and in adjacent areas to provide better access and connectivity throughout the Tysons East District. The park will become a major linear urban park and trail system with a variety of landscapes including wooded hills, meadows and ponds. It will provide a range of experiences, such as enjoying the outdoors and scenery, arts, performances and programs or participating in recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families, visitors and workers in Tysons.

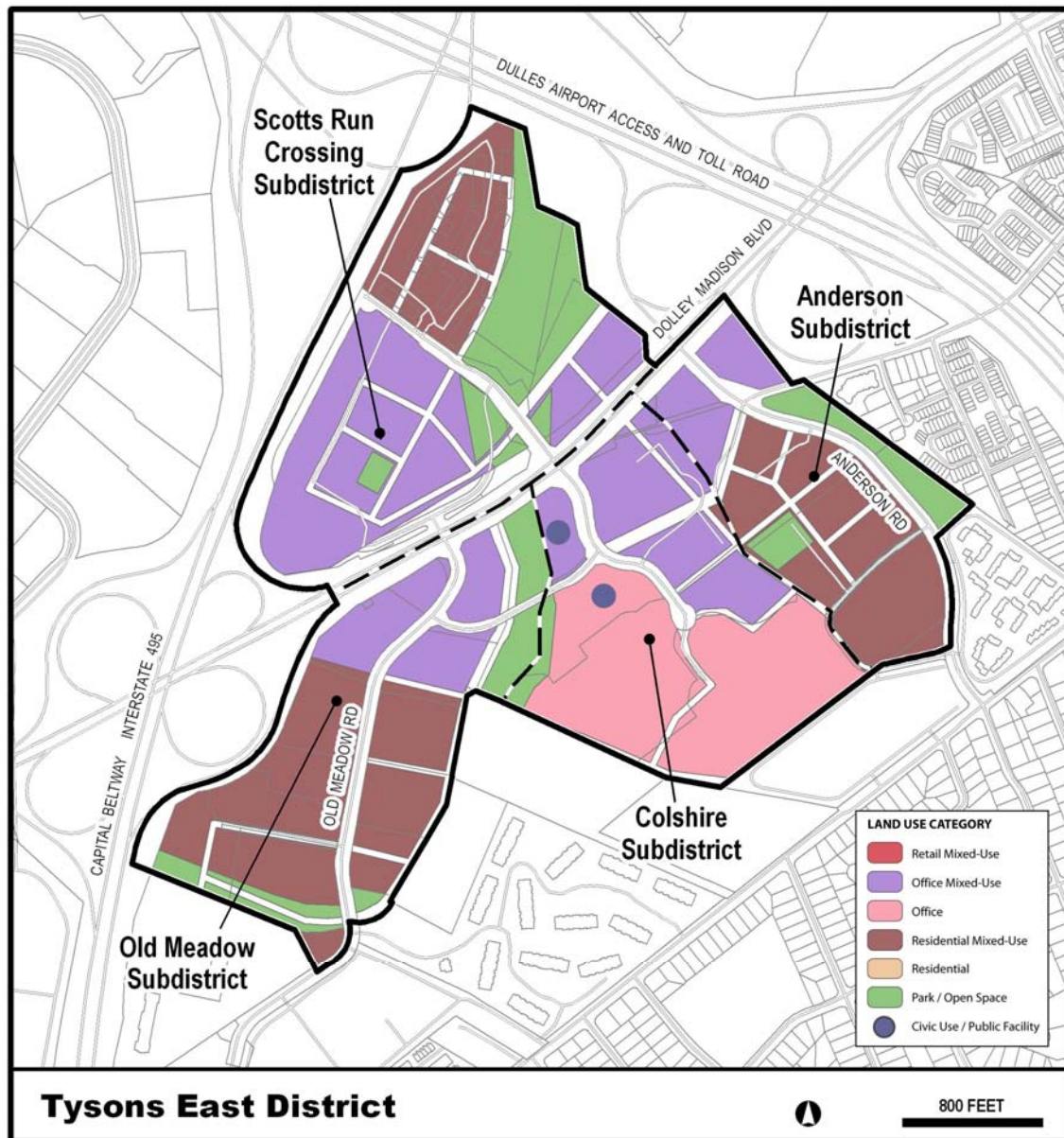
Public and institutional facilities such as professional education, recreational, health and sports amenities should be located in this district. These amenities will be essential for attracting “creative class” households whose jobs could be located in Tysons.

The district is composed of four interconnected subdistricts, with all but one having direct access to Scotts Run. There are two office mixed use subdistricts and two urban residential subdistricts. One of the office mixed use subdistricts is Scotts Run Crossing, which is north of Route 123 abutting the Tysons East Metro station; the other is the Colshire Subdistrict south of Route 123. The two residential mixed use subdistricts are Old Meadow and Anderson.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public

infrastructure can be provided and Plan objectives and development conditions set forth in the areawide and subdistrict guidance can be satisfied by the development proposals.

The land use concept for the Tysons East District is shown in the map below.



SCOTTS RUN CROSSING AND COLSHIRE SUBDISTRICTS

The Scotts Run Crossing Subdistrict is comprised of about 58 acres and is bounded by the Dulles Airport Access Road (DAAR) on the north, Route 123 on the east and south, and the Capital Beltway on the west. The Colshire Subdistrict is comprised of about 50 acres and is bounded by Route 123 on the north, Scotts Run on the west, the Anderson Subdistrict on the east and the East Side District on the south.

Base Plan

The two subdistricts are planned for and developed with office use at varying intensities up to 1.0 FAR. The multifamily development in the Scotts Run Crossing Subdistrict (Gates of McLean) is developed and planned for 30 dwelling units per acre.

Redevelopment Option

Both subdistricts are planned to substantially redevelop with a mix of uses, with office as the predominant use. Each subdistrict is envisioned to become a mixed use area with an increased intensity and diversity of land use including more office and the addition of hotel, residential, support retail, and public and institutional uses. Because a key feature in both subdistricts is Scotts Run, redevelopment proposals should be designed in a manner that ensure this open space will become a more accessible resource-based urban park and areawide amenity. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- As indicated above, the vision for these subdistricts is to redevelop with significantly more intense office development, with the highest intensities near the Metro station. These subdistricts are also envisioned to become more diverse in land uses, to include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- Consolidation or coordinated proffered development plans should include about 15 acres; this land should be located in the first intensity tier (within 1/8 mile of a Metro station) and the second intensity tier (between 1/8 and 1/4 mile of a station).

Tysons Land Use Task Force Draft Review Committee Comment

The committee recommended adding the following sentence to the end of the above bullet: However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.
 - In the Scotts Run Crossing Subdistrict, two circulation improvements are planned -- a new ramp from the DAAR and the extension of Scotts Run Road over the Beltway. The location and configuration of Scotts Run Road may be adjusted at the time of development approval so as to preserve and make use of the existing right-of-way. Redevelopment along these alignments should provide right-of-way or otherwise accommodate these improvements, and should make appropriate contributions toward their construction costs.
 - In the Colshire Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road, the location and configuration of which may be adjusted at the time of development approval. Redevelopment along this alignment should provide the necessary right-of-way.

For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- In addition, a specific public facility need is the provision of a fire station; this facility should be accommodated in this area's redevelopment.
- Building heights in these subdistricts range from 105 feet to 360 feet, depending upon location, as [described below and conceptually](#) shown on the Building Height Map in the Areawide Urban Design Recommendations.
 - The lowest building heights in the Colshire Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Abutting the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District. Closest to the Metro station building heights may be allowed up to ~~360~~ [400](#) feet.
 - The Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR and Route 123. It is positioned along the Capital Beltway, and has an average grade 25 to 35 feet below the Beltway, the planned extension of Scotts Run Road over the Beltway, and the elevated Metro station. As a result, this subdistrict's building heights are between ~~150-175~~ and ~~360~~ [400](#) feet. Building heights should be highest closest to the Metro station or along the Capital Beltway.
- A potential circulator alignment extends through these subdistricts, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.



OLD MEADOW AND ANDERSON SUBDISTRICTS

The Old Meadow Subdistrict is comprised of about 50 acres and is bounded by Route 123 on the north, the Capital Beltway on the west, Scotts Run on the east and the East Side District on the south. The Anderson Subdistrict is comprised of about 30 acres and is bounded by Route 123 on the north, DAAR on the east, the Colshire Subdistrict on the west and the East Side District on the south.

Base Plan

The Old Meadow Subdistrict is developed and planned for office and light industrial uses up to an average .65 FAR. Most of the Anderson Subdistrict is planned for and developed with residential use up to 20 dwelling units per acre. The exceptions are the shopping center located on Anderson Road south of Colshire Drive, which is planned for and developed with retail use, and the northernmost parcels (Parcels 30-3((28)) A, 6A & 6B), which are developed and planned for office uses up to an average .65 FAR.

Redevelopment Option

Both subdistricts are envisioned to redevelop into urban residential neighborhoods. One or more lively neighborhood shopping streets will provide local-

serving goods and services such as groceries, bookstores, music stores, art studios, and restaurants. Each subdistrict should provide a diversity of housing choices on calm tree-lined streets, some of which have views terminating in open spaces and parks. Farther from the Tysons East station, the housing density should step down gradually to provide a transition to the planned residential development in the East Side District.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following:

- The vision for these subdistricts is to redevelop into urban residential neighborhoods with the highest intensity oriented to the Metro station. Also, the portions of each subdistrict closest to the Metro station should have more diversity in land uses, which may include hotel, office and support retail uses in addition to high intensity residential use. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
- Consolidation or coordinated proffered development plans should include about a minimum of 15 acres; this land should be located in the first intensity tier (within 1/8 mile of a Metro station) and the second intensity tier (between 1/8 and 1/4 mile of the station).

Tysons Land Use Task Force Draft Review Committee Comment: The committee recommended adding the following sentence to the end of the above bullet:

However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict and how it will connect to the abutting districts/subdistricts through the provision of the grid of streets.
 - In the Old Meadow Subdistrict, one circulation improvement is a new street adjacent to Scotts Run. This new road should be located to avoid impacting significant natural and cultural resources on park land. New park land should be established between the new street and the stream valley to further buffer and protect the floodplain. Redevelopment along this and other planned street alignments should provide right-of-way and contribute toward street construction.
 - In the Anderson Subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road. Redevelopment along this planned alignment should provide right-of-way and contribute toward street construction.

For both subdistricts, other connecting local streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Urban Design and Transportation recommendations.

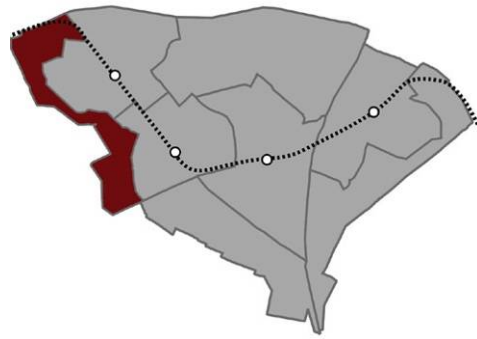
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
 - Since Scotts Run is a key feature abutting the Old Meadow Subdistrict, redevelopment proposals should be designed in a manner that ensures this open space will become a more accessible resource-based active urban park. Redevelopment in these subdistricts should also contribute to stream and riparian buffer restoration efforts along Scotts Run.
 - In the Anderson Subdistrict, there are several opportunities to provide notable open space amenities. Redevelopment proposals should be designed in a manner to provide these open space amenities and/or contribute to improvements to open space elsewhere within the District or the abutting East Side District. A four acre recreation-focused urban park should be provided between Anderson Road and the Hunting Ridge neighborhood to serve the recreation and leisure needs of future residents and workers. Facilities should include one or two athletic fields as well as [consideration of providing relatively](#)

small-footprint facilities such as sport courts, playground features, skate parks,
or splash pads,~~or other small footprint facilities.~~

- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated under the Land Use guidelines.
However, if the portion of the McLean Commons within the Anderson Subdistrict is to redevelop, the minimum affordable/workforce housing to be provided in the redevelopment should be a one for one replacement of residential units considered affordable/workforce units.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- Building heights in these subdistricts range from 75 feet to ~~200~~ 400 feet, depending upon location as described below, and conceptually as shown on the building height map in the Urban Design chapter.
 - The lowest building heights in the Old Meadow Subdistrict are adjacent to the Regency and Encore multifamily buildings in the abutting East Side District, where the maximum buildings height is 105 feet ~~need~~ to provide a compatible transition in scale and mass and to retain the viewshed of these buildings.
~~Abutting the East Side District, the maximum height is 105 feet, with~~ Building height increasing with distance from the southern end of this subdistrict (abutting a portion of the East Side District), ~~with~~ The areas closest to the Metro station have building heights up to ~~200~~ 400 feet.
 - The lowest building heights in the Anderson Subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Abutting the Hunting Ridge neighborhood, the maximum height is 75 feet. Abutting the remainder of the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District. The areas closest to the Metro station have building heights up to ~~200~~ 400 feet.
- A potential circulator alignment extends through the Old Meadow Subdistrict, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make

appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

West Side

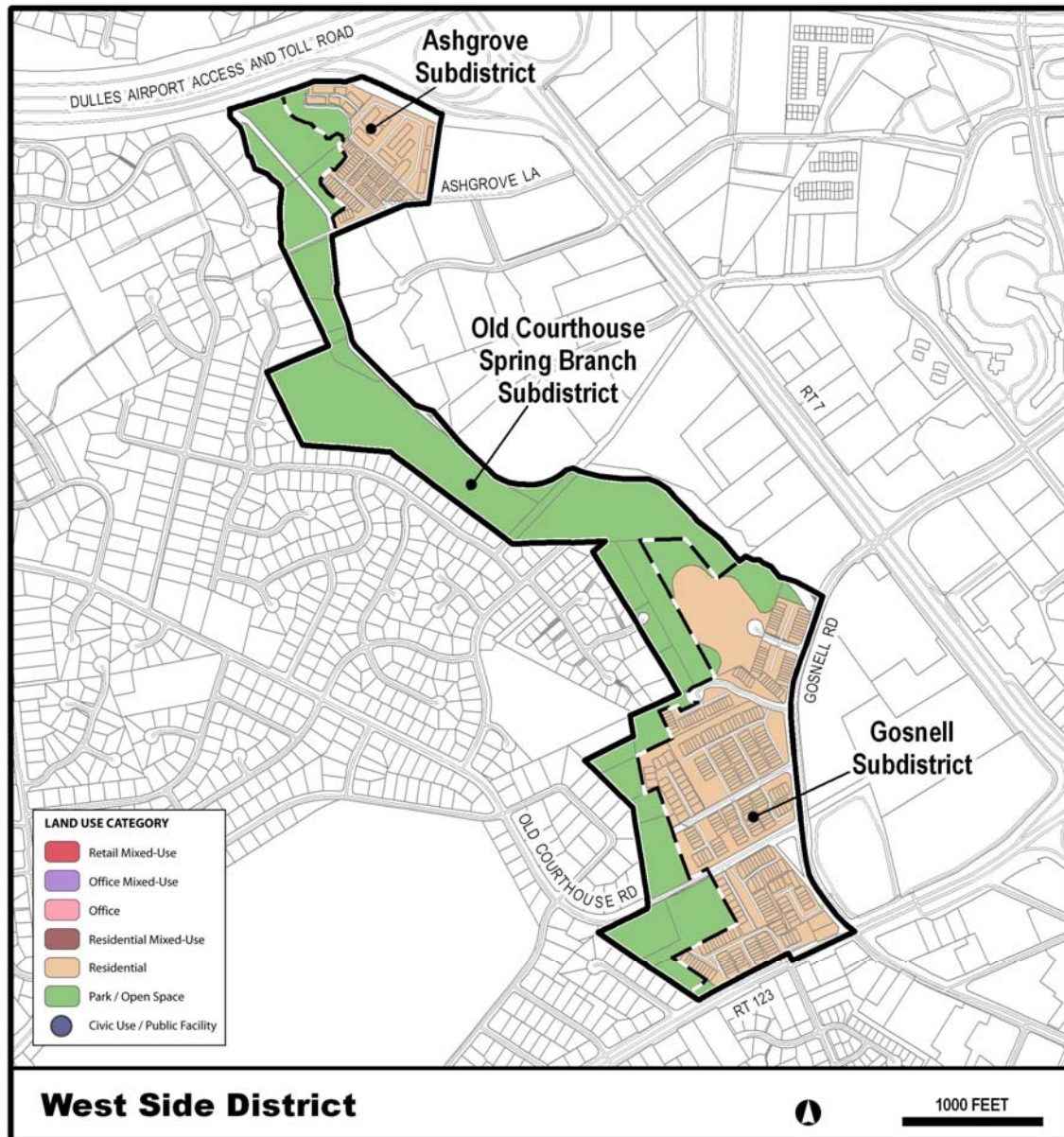


The West Side District is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch Stream Valley Park as a key feature. This stream valley park, along with Freedom Hill Park and Raglan Road Park, result in about half of the land in this district being park land.

Because of its location on the edge of Tysons, the West Side District serves as a transition from planned high intensity mixed-use in the Tysons West and Tysons Central 7 TOD Districts to the single family neighborhoods just outside of Tysons. The residential development in the West Side District is mostly single family townhouses with some multi-family use, including housing for seniors. The Old Courthouse Spring Branch Stream Valley Park should be developed with multi-use trail and other passive recreational facilities. Planned “green” street connections will tie the Tysons West Metro station to the West Side District, drawing people to the public amenity provided by Old Courthouse Spring Branch Stream Valley Park. Sidewalk and trail connections will provide enhanced access to Metro and other transit from surrounding neighborhoods.

Specific guidance for uses and intensities as envisioned in the Plan are provided in the subdistrict text that follows. However, most land within these subdistricts has already developed in a manner consistent with the vision and has incorporated the recommendations and guidelines into approved development plans.

The land use concept for the West Side District is shown in the map below.



OLD COURTHOUSE SPRING BRANCH SUBDISTRICT

The Old Courthouse Spring Branch Environmental Quality Corridor (EQC), Raglan Road Park, Freedom Hill Park and other publicly owned land form the western boundary of the West Side District. This portion of the district provides a visual and physical separation between Tysons Corner and the adjacent neighborhoods. The Old Courthouse Spring Branch EQC, which has been preserved with its dense vegetation, provides a substantial barrier from the Dulles Airport Access Road (DAAR) southward toward Gosnell Road.

There should be a trail along the Old Courthouse Spring Branch Stream Valley Park from Gosnell Road on the south to Old Ashgrove Lane on the north. In addition, two or three short trails should cross the stream valley and connect the adjacent residential communities to Tysons. These short trails include Old Ashgrove Lane, where the existing bridge should be used for pedestrian and bicycle access and remain closed to automobiles; the Dominion Power line easement, which could be connected to Vesper Street on the west; and a possible trail through Raglan Road Park.

This area is also planned for and developed with other public parks and public facilities, which include the Town of Vienna water tower, Raglan Road Park, and Freedom Hill Park. The City of Falls Church owns Parcel 29-3((1))28. One or two athletic fields and other local-serving recreational uses should be provided at Raglan Road Park. Any public uses in this area should maintain open space areas between the public uses and the adjacent single-family neighborhoods to provide appropriate buffering. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendation #6.

ASHGROVE SUBDISTRICT

The focal point of the neighborhood is Ash Grove, a dwelling with two outbuildings, which is listed in the County's Inventory of Historic Sites. The area is planned and developed with approximately 12 dwelling units per acre, providing a transition to the abutting single family neighborhoods. The area's development was based on the following specific conditions.

- The area was fully consolidated.
- The mix of housing is approximately 60% multifamily and 40% townhouse units.
- Ash Grove, and a minimum of two acres of associated non-EQC property, was dedicated to the Fairfax County Park Authority to be used as a public park site. In addition, the specimen trees near the house were preserved.
- Public vehicular access from the Ashgrove neighborhood is limited to Route 7 via

Sheraton Tysons Drive and Ash Grove Lane.

- Ashgrove House Lane was designed to preserve the vista to Ash Grove.
- Residential development was designed in a manner that provides adequate buffering and screening from nonresidential development to the east and south.
- On-site recreation facilities have been provided to serve the residential community.
- The EQC located on the both sides of Old Courthouse Spring Branch has been preserved as public open space through dedication to the Fairfax County Park Authority and is developed with a pedestrian trail system that is designed to connect the Ash Grove House to portions of this residential development and the office area to the south.
- Appropriate noise mitigation measures have been provided to buffer noise from the Dulles Airport Access Road and Dulles Toll Road.

Building heights in this subdistrict range from up to 50 feet adjacent to the Tysons Sheraton Hotel and up to 35 feet on the remaining area east of the Old Courthouse Spring Branch EQC. See the Building Heights Map in the Areawide Urban Design Recommendations.

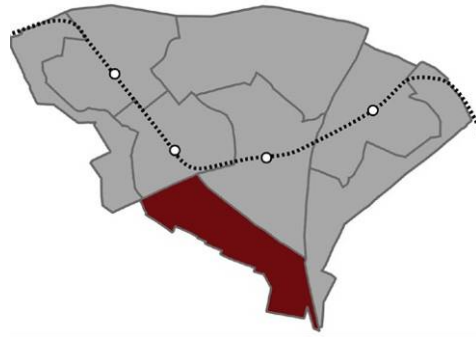
GOSNELL SUBDISTRICT

The Gosnell Neighborhood is comprised of about 50 acres and generally bounded by Old Courthouse Spring Branch EQC on the north, Gosnell Road on the east, Route 123 on the south and the Town of Vienna on the west. Existing land use is mostly residential with townhouses being the predominant housing type; the area includes a multi-family development providing housing for the elderly and a retail use at the corner of Gosnell and Route 123.

The vision for this area is to retain the established development pattern which forms a strong boundary and transitional area on this edge of Tysons Corner. Residential use is planned and developed at 5 to 8 dwelling units per acre. Development above the low end of the range has occurred when logical and substantial parcel consolidation was provided in a manner ensuring well-designed projects functioning efficiently and facilitating the redevelopment of adjacent parcels in conformance with the Plan. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendations.

Building heights in this subdistrict are up to 35 feet as shown [in the lowest height tier](#) on the Building Height Map in the Areawide Urban Design Recommendations.

Old Courthouse



Located between Route 7 and the edge of Tysons (south of Old Courthouse Road), the Old Courthouse District will have smaller scale office buildings and residential developments than TOD districts and will serve as a transition area between the Tysons Central 123 District and the neighboring communities.

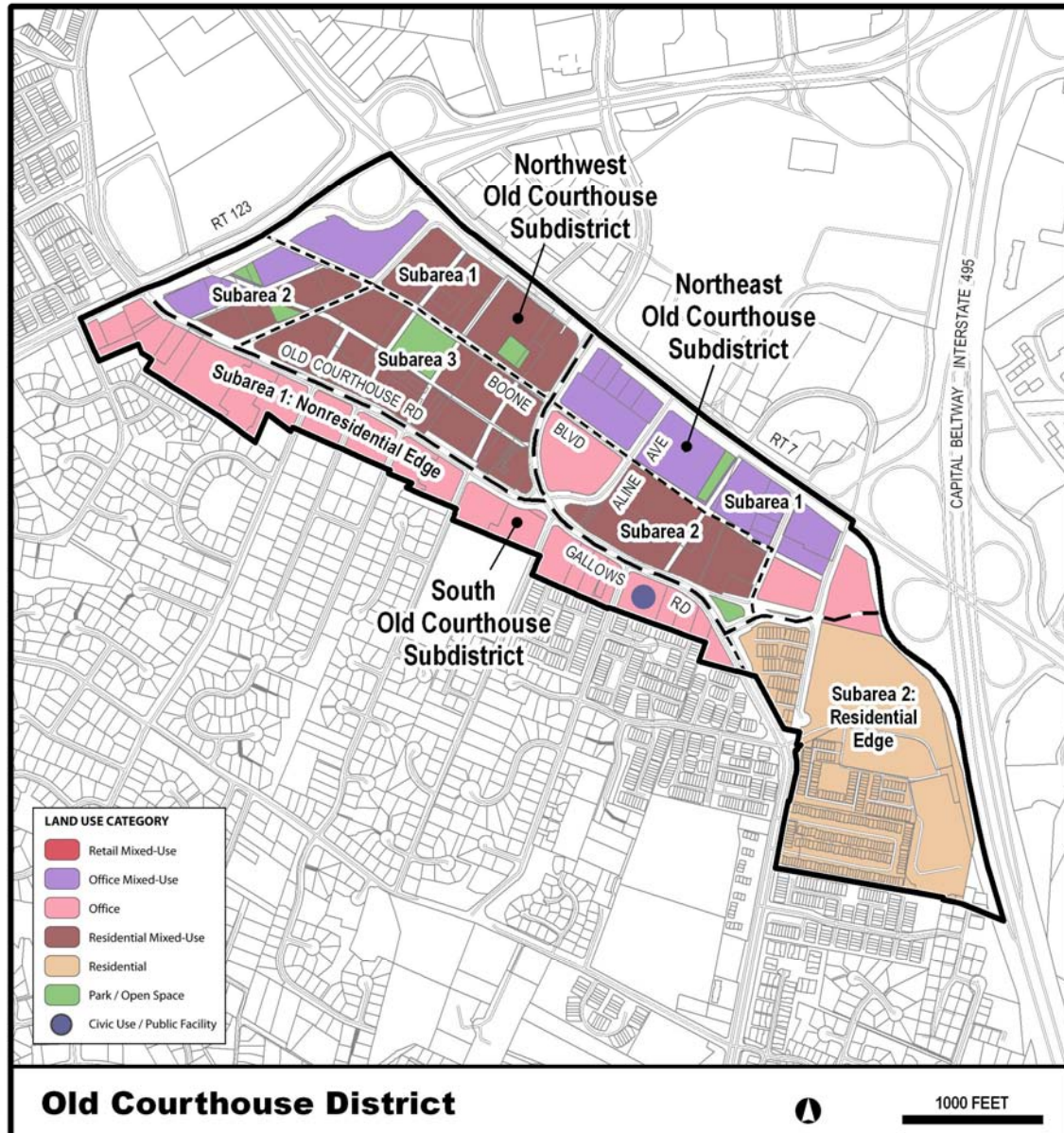
With additional infill and redevelopment, portions of the Old Courthouse District will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or shopping after work. Residential development will become a dominant use in several subdistricts, which will create the sense of community throughout much of this district.

As Route 7 runs through the Old Courthouse District, street treatments will calm traffic and soften its negative visual impact from the businesses and residents fronting the arterial. Active storefronts, street furniture and other pedestrian amenities will provide for a pleasant walking experience.

Pocket parks, common greens and other recreational facilities will provide gathering places within the mixed-use area. These parks and open spaces would be essential to create a buffer between the adjacent communities and Tysons.

The district is composed of three subdistricts. One subdistrict forms an edge of Tysons: the South Old Courthouse Subdistrict. The other two subdistricts continue the transition to the higher intensity associated with TOD districts to the north and northwest: the Northwest Old Courthouse and Northeast Old Courthouse Subdistricts.

The land use concept for the Old Courthouse District is shown in the map below.



Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by ~~the~~ development proposals.

SOUTH OLD COURTHOUSE SUBDISTRICT

The South Old Courthouse Subdistrict is comprised of about 80 acres and forms an edge for this part of Tysons' southern boundary. The vision for this edge is to retain the existing low-rise and low intensity character, which provides a transition in scale and intensity from the mid-rise and high-rise commercial development along Route 7 to adjacent single-family neighborhoods. The subdistrict is composed of two parts. Subarea 1 is a long narrow strip of non-residential development on the south side of Old Courthouse Road and Gallows Road. Subarea 2 is a predominantly residential area east of Gallows Road and south of Gallows Branch Road.

Subarea 1 – Nonresidential Edge

The existing land use is predominantly low-rise office use, except for retail uses at the Route 123 and Old Courthouse Road intersection. The retail area is planned for and developed up to .35 FAR; parcel 39-1 ((3)) 2A1, which abuts the retail area, may be considered for additional parking for these retail uses, if buffering and screening is provided to the adjacent residential uses and no access is provide to Horse Shoe Drive. The office area is planned for and developed at up to .50 FAR. Any future infill or redevelopment should retain the area's low-rise scale and character, in order to be compatible with the adjacent neighborhoods. Building height is limited to 35 feet.

Subarea 2 – Residential Edge

The existing land use is predominantly residential with a mix of townhouse and multifamily uses. The triangular portion surrounded by Kidwell Drive, Gallows Road and Gallows Branch Road is planned and developed with townhouse use at 12 dwelling units per acre as Kidwell Towns. Tysons Oaks is planned for and developed as townhouse use at 16 dwelling units per acre. The existing scale and character of these areas should be retained in order to continue to provide a compatible transition to the adjacent neighborhoods. Building height is limited to 35 feet.

The remainder of this subarea is planned and developed with office and residential use.

- [The portion to the south of Science Applications Court is planned and developed with residential use up to 30 dwelling units per acre. Due to its location next to the Capital Beltway, the residential area is required to provide noise attenuation measures as](#)

determined appropriate by the County. Building height is limited to 75 feet, except adjacent to Tysons Oaks which is limited to 45 feet.

- The portion north of Science Applications Court is planned for and developed with office use up to .50 FAR, with an option to redevelop with residential use up to 30 dwelling units per acre, similar to the area to the south. As a second option, redevelopment may be similar to that planned to the north, which is planned for office use up to 1.0 FAR or mixed use with a significant residential component up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR); under these options, logical and substantial parcel consolidation should be provided to ensure a well-designed project that function efficiently and integrate with abutting parcels. Building height is limited to 105 feet tapering down on the south and west to 75 feet. In addition, vehicular circulation should be improved by orienting primary access toward Gallows Branch Drive. The portion to the south is planned and developed with residential use up to 30 dwelling units per acre. Due to its location next to the Capital Beltway, the residential area is required to provide noise attenuation measures as determined appropriate by the County. Building height is limited to 75 feet, except adjacent to Tysons Oaks which is limited to 45 feet.

NORTHWEST OLD COURTHOUSE SUBDISTRICT

The Northwest Old Courthouse Subdistrict is comprised of about 60 acres and is bounded by Route 7 on the north, Gallows Road on the east, Old Courthouse Road on the south and Route 123 on the west. Along Route 7, development includes a variety of retail uses, and large office buildings with retail uses. Away from Route 7, to the south, the area is predominantly developed with mid-rise and low-rise office buildings which transition toward the edge of the Old Courthouse District.

The subdistrict is composed of three parts. Subarea 1 is between Route 7 and Boone Boulevard. Subarea 2 is between Route 123 and Howard Avenue. Subarea 3 is between Boone Boulevard and Old Courthouse Road.

Subarea 1

This area is comprised of almost 20 acres and is located between Route 7 and Boone Boulevard.

Base Plan

This subarea is planned for and developed with office use with support retail and services uses up to 1.2 FAR, except for Parcels 39-2((2))39,40,41 and Parcels 39-1((6))33,35,37,38 which are planned for and developed with auto sales and retail uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, the auto sales and retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR. As an alternative, mixed use with a significant residential component may be appropriate up to 1.8 FAR (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR). In addition, higher intensity may be allowed for property within 1/2 mile [walking](#) distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

This is an area which offers significant opportunities to provide urban design amenities and to better integrate development. The redevelopment of these properties could facilitate the creation of a significant focal point and unify this portion of the subdistrict with the area south of Boone Boulevard. Development proposals under this option should provide for the following:

- For sites with Route 7 frontage, buildings should be oriented to Route 7; sites with frontage on both Route 7 and Boone Boulevard should provide building entrances that are oriented to both streets.
- Development proposals should provide for better integration of the development in the subarea to adjacent areas through the provision of the planned grid of streets, pedestrian linkages, pocket parks and urban design amenities.
- If additional residential development is provided, it should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use and Environmental Stewardship Recommendations.
- [Existing B](#)building height is up to 105 feet along Route 7, except at the interchange of Routes 7 and 123, where existing building height is 120 feet. [To help ensure that infill development provides the envisioned open space and urban amenities, building height for new development should be up to 125 feet with additional height considered to accommodate housing and public uses as indicated under the \(See Building Height Map and Building Height Guidelines in the Areawide Urban Design Recommendations \).](#)

Subarea 2

This subarea is comprised of about 10 acres and is located between Route 123 and Howard Avenue.

Base Plan

This subarea is developed with retail uses, except for Parcels 39-1((6)) 18,24,25,26 which are developed with office and hotel uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, this subarea is planned to redevelop with office use with support retail and service uses up to 1.0 FAR.

As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). In addition, higher intensity may be allowed for property within 1/2 mile [walking](#) distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Building height is up to 105 feet on the northern portion of this subarea and 75 feet on the southern portion (see Building Height Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

Subarea 3

This subarea comprises of about 27 acres and is located between Boone Boulevard and Old Courthouse Road.

Base Plan

The area is planned for and developed with office use at existing intensities.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, the subarea is planned to redevelop with office use with support retail and service uses, up to 1.0 FAR. Development proposals should be designed in a manner to create a transition between development along Route 7 and the Old Courthouse Road edge. As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR).

In addition, higher intensity may be allowed for property within 1/2 mile [walking](#) distance of the Tysons Central 7 Metro station.

A potential circulator alignment extends through or abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Development proposals should provide a central street between Howard Avenue and Gallows Road (parallel to Boone Boulevard) as well as cross streets consistent with the planned grid of streets. Building height is up to 105 feet on the Boone Boulevard side and up to 75 feet on the Old Courthouse Road side (see Building Height Map and Building Height Guidelines in the Areawide Urban Design Recommendations).

If additional residential development is provided, it should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated in the Areawide Land Use and Environmental Stewardship Recommendations.

NORTHEAST OLD COURTHOUSE SUBDISTRICT

The Northeast Old Courthouse Subdistrict is comprised of about 44 acres and is bounded by Route 7 on the north, the Capital Beltway on the east, Gallows Road on the west, and Gallows Road and Gallows Branch Road on the south. Along Route 7, development includes a variety of strip retail uses, and large office buildings with retail uses. Away from Route 7, to the south, the area is predominantly developed with mid-rise and low-rise office buildings which transition toward the edge of the Old Courthouse District.

The subdistrict is composed of two parts. Subarea 1 is between Route 7 and the planned Boone Boulevard extension to Kidwell Road. Subarea 2 is between the planned extension of Boone Boulevard and Gallows Road.

Subarea 1

Subarea 1 is comprised of about 25 acres and is located between Route 7 and the Boone Boulevard extension.

Base Plan

Subarea 1 is planned for and developed with office and support retail and service uses up to 1.2 FAR. The exception to this is Parcel 39-2((1))9 and Parcels 39-2((2))48,50,52,54,56A,58, which are planned for and developed with retail uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other properties in conformance with the Plan, the retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR. As an alternative, mixed use with a significant residential component may be appropriate up to 1.8 FAR throughout this subarea (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR).

In addition, a mix of office and hotel uses up to 1.27 FAR may be appropriate for Parcel 39-2((2))106 (which is split between Subareas 1 and 2), if the following conditions are met:

- Consolidation with Parcels 39-2((2))114, 114A, D1 and D2 in subarea 2;
- The resulting mix of uses has no more traffic impact than office use at 1.2 FAR on the Subarea 1 portion and office use at 1.0 FAR on the Subarea 2 portion.
- A transportation analysis should be performed in conjunction with any development application which should demonstrate how the area pedestrian and vehicular circulation can be improved. Improvements needed to enhance circulation and mitigate transportation impacts directly related to site generated traffic should be provided; and
- The hotel should provide for community-serving amenities such as meeting spaces.

All the above redevelopment options for this subarea should be designed with the intent of unifying this subarea through creating focal points, providing pedestrian and

open space amenities, and interconnecting the area by means of the planned grid of streets. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

Existing Building height in this subarea ~~may be is~~ up to 105 feet. To help ensure that infill development provides the envisioned open space and urban amenities, building height for new development should be up to 125 feet with additional height considered to accommodate housing and public uses as indicated under the ~~(see the Building Height Map and~~ Building Height Guidelines in the Areawide Urban Design Recommendations).

Subarea 2

Subarea 2 is comprised of about 19 acres and is located between the Boone Boulevard extension and Gallows Road.

Base Plan

This subarea is planned for and developed with office use with support retail and other services up to 1.0 FAR to create a transition between development along Route 7 and the Old Courthouse Road edge.

Redevelopment Options

As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). In addition, logical and substantial parcel consolidation should be provided with all redevelopments to ensure well-designed projects that function efficiently and integrate with and facilitate redevelopment of other parcels, in conformance with the Plan.

As an option, a mix of office and hotel uses up to 1.27 FAR may be appropriate for Parcels 39-2((2))114, 114A, D1 and D2 (in Subarea 2) with Parcel 39-2((2))106 (which is split between Subareas 1 and 2), if these parcels are consolidated and the conditions under the previous subarea are addressed.

All the above redevelopment options for this subarea should be designed with the intent of unifying this subarea through creating focal points, providing pedestrian and open space amenities, and interconnecting the area by means of the planned grid of streets. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

Building height in this subarea can be up to 60 feet. However, if parcels are consolidated ~~as indicated under the office and hotel redevelopment option above, with~~ the portion of Parcel 39-2((2))106 ~~within this sub-unit, could be considered for a building~~ height up to ~~405~~ 125 feet ~~should be consider~~ in order to provide design flexibility needed

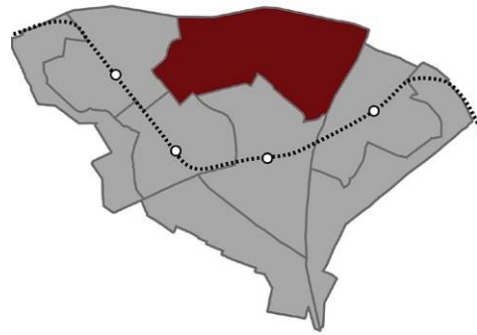
to ensure the provision of envisioned open space and urban amenities under this option, and if housing and/or public uses are provided, additional height may be appropriate as indicated under ~~(See Building Height Map and~~ Building Height Guidelines in the Areawide Urban Design Recommendations).

Additional Guidance for Northwest and Northeast Subdistricts

To achieve the redevelopment options envisioned for both the Northwest and Northeast Old Courthouse Subdistricts, development proposals should address the Areawide Recommendations, which include the following.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.
- The major circulation improvement for this district is the Boone Boulevard extensions to the west across Route 123 and to the east to Kidwell Drive. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's planned alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County.
- A potential circulator alignment extends through both subdistricts along Boone Boulevard and its extension to Kidwell Drive, as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide right-of-way or otherwise accommodate this circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.
- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations, as well as consistent in quantity with the urban park and open space standards under the Areawide Environmental Stewardship Recommendations.

North Central



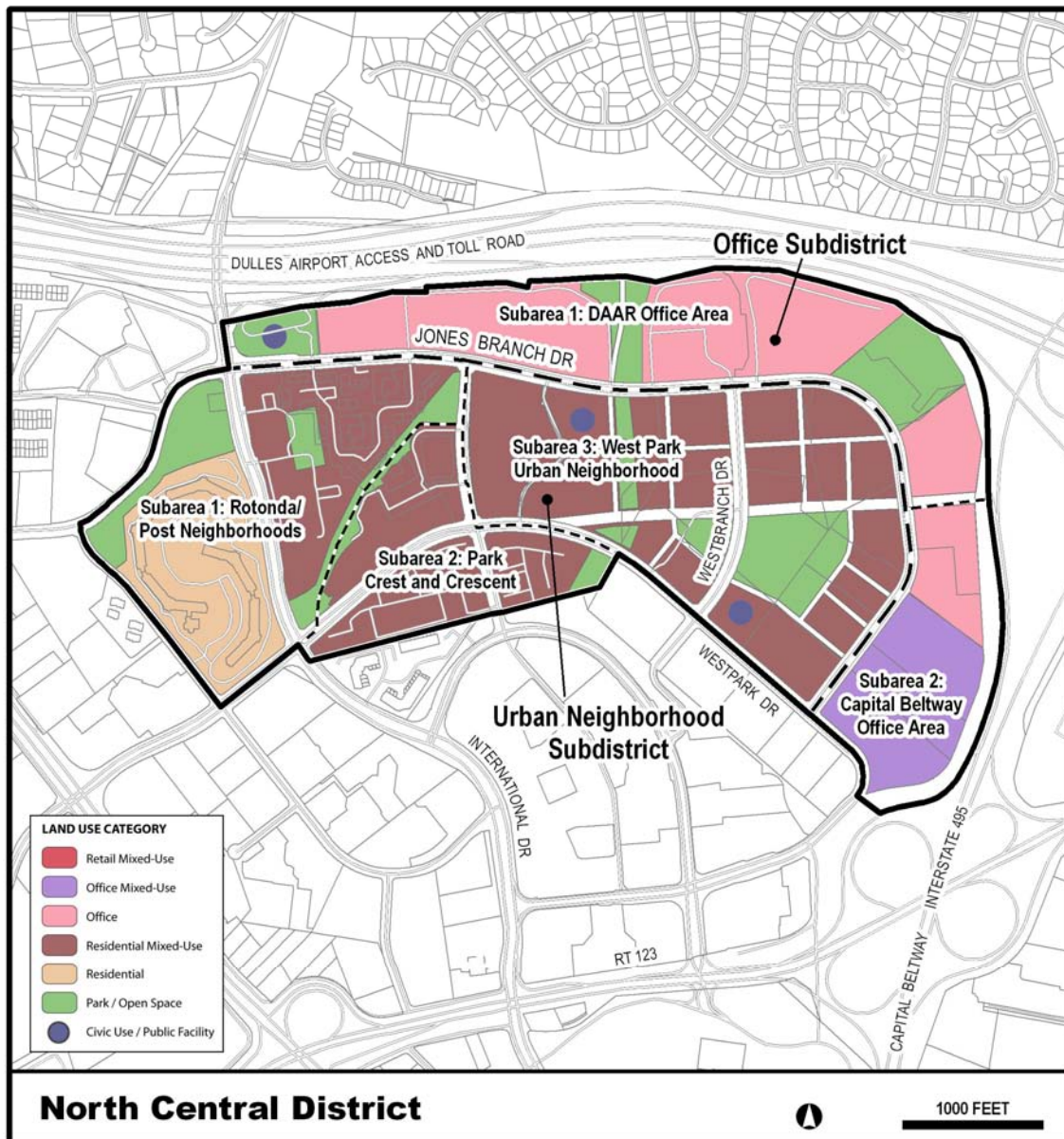
The land use pattern in the North Central District, which is located primarily between West Park Drive and the Dulles Airport Access Road (DAAR), will allow for a transition between Tysons Central 123 and the adjacent community north of Tysons. The Dulles Airport Access Road serves as an additional buffering element. Office uses would be mostly located adjacent to the Dulles Airport Access Road, providing easy access from the Toll Road and continuing the office focus east in the Tysons West District.

Moving into the heart of the district, residential land uses could be concentrated along a potential circulator route. The district is envisioned to become a vibrant, mixed-use residential neighborhood, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network for residents and workers in the neighborhood.

The local streets, along with a finer grid of streets and a linear park/green network, would lead people to the circulator and encourage them to walk. As the central feature of the district, the circulator could help shape its urban form. Having a mix of uses, portions of the North Central District should develop with a 24-hour environment.

The district's ponds and small streams should be enhanced to add to the amenities of the neighborhoods. Urban parks could include a green network leading from Tysons Central 123 to the employment area adjacent to the Dulles Access Road. A new 8 to 10 acre urban park will be a central feature of this district that provides both active and passive recreational facilities and a focus for civic gatherings for residents and employees.

The land use concept for the North Central District is shown in the map below. The district is composed of two subdistricts: an office subdistrict and an urban neighborhood subdistrict.



Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

OFFICE SUBDISTRICT

This subdistrict is north and east of Jones Branch Drive and is developed with office buildings containing corporate headquarters as well as one of Tysons' larger hotels. The vision for this area is to continue to be a focus of corporate headquarters and regional offices. The subdistrict has two subareas: the DAAR Office Subarea and the Capital Beltway Office Subarea.

Subarea 1: DAAR Office Area

This is the northernmost portion of the West Park office development and provides a transition in building height to the single family neighborhoods to the north. Existing development includes the corporate headquarters of Freddie Mac, USA Today and Gannett.

Base Plan

The area is planned for office up to 1.0 FAR, except for the westernmost property which is developed with the Tysons Spring Hill Transit Center.

Redevelopment Option

With the advent of Metrorail, the transit center may not be needed, which would allow consideration of other public uses to occupy the property, such as a fire station. A new fire station on this property would replace Fire Station 29, which is planned to be demolished and its land area incorporated in redevelopment near the Tysons West Metro station. The transit center property could also be considered for recreational uses, in particular one or two athletic fields, which may be provided at grade or above a structured parking garage.

Redevelopment of Parcel 29-2 ((15)) A6 at up to a 1.0 FAR should be designed to accommodate the planned ramps from the DAAR to Jones Branch Drive as shown in the Areawide Transportation Recommendations.

For most of this subarea, the maximum building height is 75 feet. The exceptions are at the eastern end (next to the DAAR/Capital Beltway interchange) where building heights increase to 100 feet and then to 300 feet as shown conceptually on the building height map in the Urban Design section. The property with a height limit of 300 feet is

designated as Tysons' northern gateway building (one of four gateway buildings in Tysons).

Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

A potential circulator alignment abuts this subarea, as described in the Areawide Transportation Recommendations. Redevelopment proposals along the alignment should provide right-of-way or accommodate the circulator and make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 2: Capital Beltway Office Area

This subarea between Jones Branch Drive and the Capital Beltway is developed with office buildings and one of Tysons' larger hotels.

Base Plan

The area is planned for and developed with intensities of 1.0 and 1.65 FAR, which recognize the existing development. The building heights range from ~~400~~ 125 to 200 175 feet, as shown conceptually on the Building Height Map in the Areawide Urban Design Recommendations.

Redevelopment Option

Potential circulator alignments abut this subarea, as described in the Transportation section. Redevelopment proposals along the alignments should provide right-of-way or otherwise accommodate the circulators and should make appropriate contributions towards their construction costs. Higher intensity may be allowed for property within 1/2 mile ~~walking~~ distance of the Tysons Central 123 Metro station. See the Intensity section of the Areawide Land Use Recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any redevelopment application. The results of these analyses should identify necessary improvements, the phasing of improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

URBAN NEIGHBORHOOD SUBDISTRICT

This subdistrict is south and west of Jones Branch Drive and north of the Tysons Central 123 District. The western half of the subdistrict is developed with multifamily use. The eastern half of the subdistrict is developed with suburban office buildings with mostly surface parking. The vision is to have substantial redevelopment (especially in the eastern portion) that will transform the area into urban neighborhoods. The subdistrict has three subareas.

Subarea 1: Rotonda/Post Neighborhoods

This area is comprised of about 65 acres and is bounded by Spring Hill Road and Jones Branch Drive on the north, Subarea 2 on the east, Westpark Drive on the south and Greensboro Drive on the west. Existing development is multi-family residential and contains about 2,000 dwelling units.

Base Plan

The area is planned for and developed with residential use at 30 dwelling units per acre.

Redevelopment Option

The vision for Subarea 1 is to preserve and enhance the residential area on the west side of International Drive (The Rotonda).

Redevelopment of the area east of International Drive should be considered, especially if it provides affordable and workforce housing and is phased with the provision of circulator service. [The minimum affordable/workforce housing commitment should be a one for one replacement of residential units considered affordable/workforce units.](#)

Prior to operation of circulator service, redevelopment in this subarea could be considered for additional residential use with intensity up to 1.5 FAR. Redevelopment proposals should provide right-of-way and make appropriate contributions toward the construction cost of the circulators which abut this area. See the Intensity section of the Areawide Land Use Recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified

in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

The maximum building height in this subarea is 75 to ~~450~~ 125 feet, as shown conceptually on the Building Height Map in the Areawide Urban Design Recommendations. As indicated under the Building Height Guidelines in the Areawide Urban Design Recommendations, building heights should vary within the subarea.

Redevelopment of the Post Neighborhood area should provide recreational amenities and include an urban park with at least one athletic field.

Subarea 2: Park Crest and Crescent

This area is comprised of about 32 acres, bounded by Subarea 1 on the north and west, Subarea 3 to the east, and the Tysons Central 123 District on the south.. This area contains the Park Crest and Crescent residential developments.

Base Plan

The area north of Westpark Drive containing the Park Crest development is planned for high rise, high density residential and retail uses at its currently approved intensity. The area south of Westpark Drive is planned for and developed with multi-family residential at 30 dwelling units per acre.

Redevelopment Option

The vision for Subarea 2 is to remain a residential mixed-use area. However, some office uses may also be appropriate for a portion of the area north of Westpark Drive given its close proximity to the Dulles Toll Road and the existing office focus there. Office uses may be considered when designed in a manner that complements the existing residential and retail uses in this area. Office uses should be limited to the conversion of one of the approved residential buildings and only if the resultant traffic impact is comparable or less than the currently approved residential building.

For the portion of Subarea 2 to the south of Westpark Drive, higher intensity residential mixed use developments are appropriate to replace the existing residential uses. Redevelopment of this area to an urban residential neighborhood should be considered if it will provide affordable and workforce housing and if the redevelopment is phased with the provision of circulator service. Prior to operation of circulator service, the area should be developed in residential use up to 1.5 FAR. Redevelopment proposals should provide right-of-way or otherwise accommodate the circulators and make

appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land use Recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses will identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.

The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.

The maximum building height in this subarea is ~~75 to~~ 150 feet, as [conceptually](#) shown on the Building Height Map in the Areawide Urban Design Recommendations. As indicated under the building height guidance in the Areawide Urban Design Recommendations, building heights should vary within the subarea. Approved building heights north of Westpark Drive average 150 feet and due to topographic conditions, in some cases, may exceed 150 feet.

Subarea 3: West Park Urban Neighborhood

This area is comprised of about 88 acres, bounded by Jones Branch Drive on the north and east, the Tysons Central 123 District on the south, and the Subarea 2 neighborhood on the west. This area contains the central portion of the West Park office development.

Base Plan

This area is planned for office with support retail and service uses at existing intensities, which average about 0.60 FAR.

Redevelopment Option

With the provision of Metrorail and circulator service linking Subarea 3 to the rest of Tysons, the vision for this area is to redevelop to urban residential neighborhoods at substantially higher intensity. Redevelopment of this area to an urban residential neighborhood should be considered if it will provide affordable and workforce housing and if the redevelopment is phased with the provision of circulator service. Prior to operation of circulator service, the area should be developed in residential use up to 1.5 FAR. Redevelopment proposals should provide right-of-way or otherwise accommodate the circulators and make appropriate contributions toward their construction cost. [In](#)

addition, higher intensity may be allowed in this subarea for property within 1/2 mile distance of the Tysons Central 123 Metro station. See the Intensity section of the Areawide Land Use Recommendations.

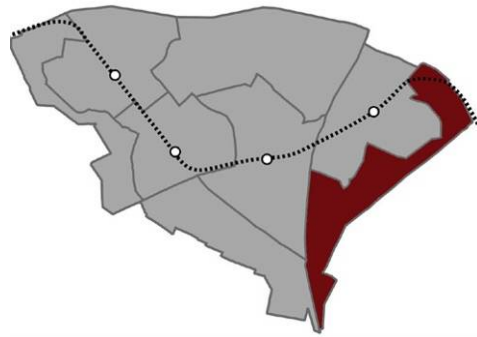
To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision is to redevelop this subarea into an urban residential neighborhood. In addition to a significant increase in intensity, more diversity in land use is an essential element for creating urban neighborhoods. The mix of uses should include a small office component, hotels, public uses, ground level retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved as indicated above, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subarea as well as the abutting districts/subdistricts through the provision of the grid of streets. In addition to the grid of streets, pedestrian and bike circulation improvements should be provided that also improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are provided consistent with the Areawide Urban Design and Transportation Recommendations.
- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided according to the Areawide Urban Design Recommendations and consistent in quantity with the urban park and open space standards in the Areawide Environmental Stewardship Recommendations. The area's ponds and small streams should be enhanced and provide a green network that links this subarea to the Tysons Central 123 District and to the employment area adjacent to the Dulles Access Road. The major open space feature in this area is an 8 to 10 acre park, which provides an opportunity for both active and passive recreational facilities and a focus for civic gatherings for

residents and employees. ~~This~~^{se} new park or at other locations in this area should provide at least two new athletic fields to serve the residents of this area.

- Residential developments should include recreational facilities and other amenities for the residents, and provide for affordable/workforce housing as indicated in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- In addition, a specific public facility need identified for this area is a public school (potentially an elementary school); the school should either be located next to the area's large urban park ~~in order~~ to utilize this open space amenity or be located elsewhere in this subarea on property which can accommodate its recreational needs.
- The maximum building heights in this subarea are between 75 to ~~150~~ 175 feet, as shown conceptually on the building height map in the Areawide Urban Design Recommendations. As indicated under the building height guidance in the Areawide Urban Design Recommendations, building heights should vary within the subarea.

East Side



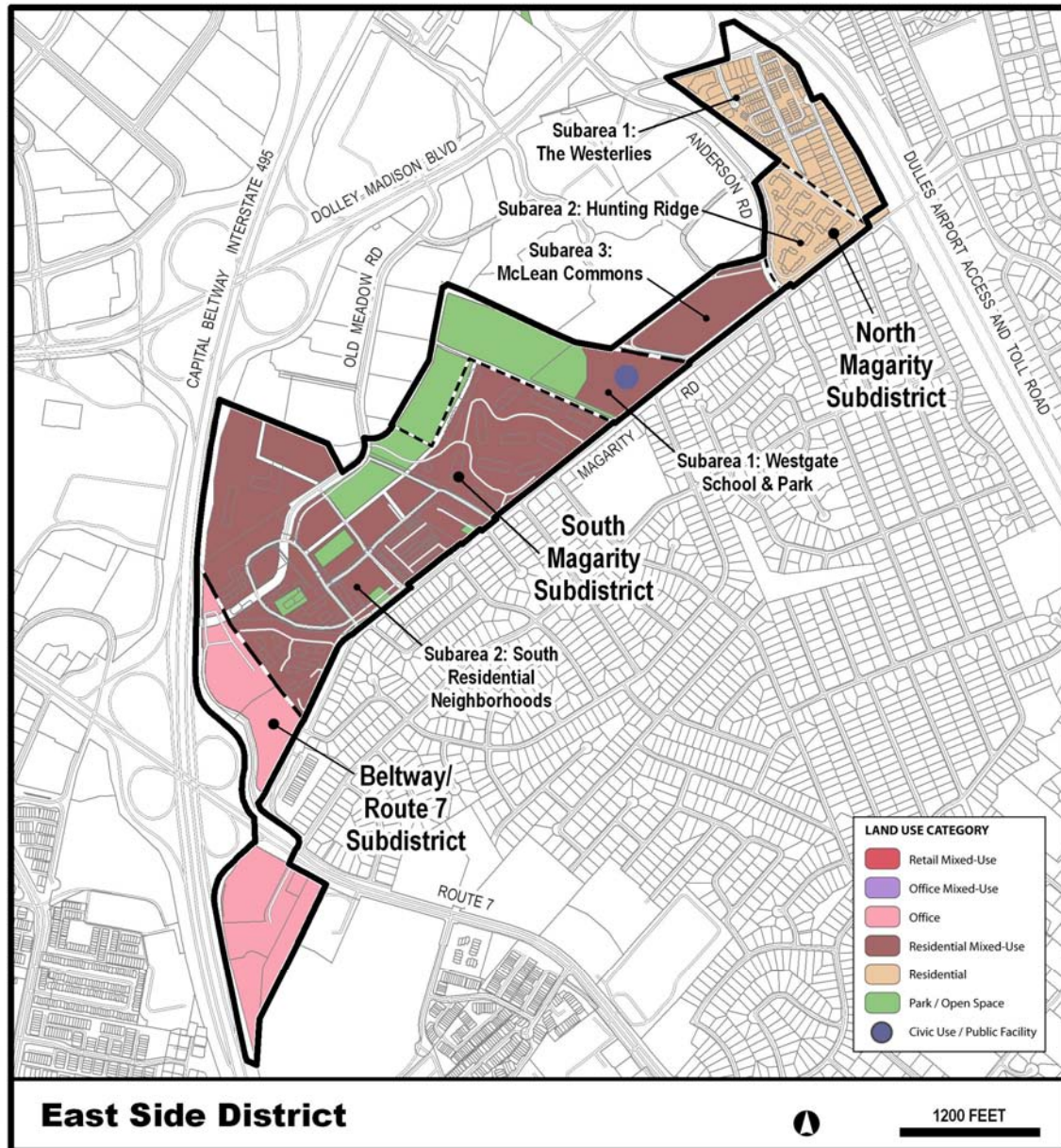
The East Side District is a residential district, which is located on the edge of Tysons, mostly to the east and south of the Tysons East TOD District. As an “edge district,” it will have lower intensities than other parts of Tysons, enabling it to serve as a transition area between higher intensity TOD districts and the adjacent Pimmit Hills neighborhood abutting Tysons.

Portions of the East Side District are envisioned to redevelop into urban residential neighborhoods. These new neighborhoods should include limited retail and office uses intended to support the local residential population and to provide Tysons with some live-work opportunities.

As redevelopment occurs in portions of the district, the street network will become a finely scaled grid of streets, encouraging walking and biking. Connections to Metro stations will be provided by a future transit circulator, walking paths and the new grid of streets. The district will have a distinct residential quality, where neighbors can socialize in one of the many pocket parks that are planned to be located throughout the district. The district provides an opportunity to add recreational facilities to those already provided at the existing Westgate Park and School.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

The land use concept for the East Side District is shown on the map below. The East Side has three subdistricts: North Magarity, South Magarity and the Beltway/Route 7 Subdistrict.



NORTH MAGARITY SUBDISTRICT

The subdistrict consists of three residential areas: the Westerlies, Hunting Ridge and a portion of the McLean Commons. The Westerlies and McLean Commons abut Magarity Road. Hunting Ridge abuts the Dulles Airport Access Road (DAAR).

Subarea 1: The Westerlies

This subarea comprises about 12 acres and is located at the north corner of the intersection of Anderson and Magarity Roads. The Westerlies (Tax Map 30-3((26))all parcels) is planned and developed as a transition to Pimmit Hills with residential use at 12 dwelling units per acre. Building height is limited to a maximum of 45 feet (see Building Height Guidelines in the Areawide Urban Design Recommendations).

Subarea 2: Hunting Ridge

This subarea comprises about 25 acres and is located abutting to the Dulles Airport Access Road between Magarity and Chain Bridge Road. The Hunting Ridge neighborhood was developed originally with single family use at 2 to 3 dwelling units per acre, but is planned for redevelopment with townhouses at 8-12 dwelling units per acre and multi-family use at 20-30 dwelling units per acre. Much of the neighborhood has been redeveloped under this option which is designed to create viable living environments that are compatible with adjacent uses and provide recreational facilities and other amenities for the residents. Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and should provide for the following.

- Logical and substantial parcel consolidation that provides for well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other parcels in conformance with the Plan. Redevelopment should occur in a manner that does not impede vehicular circulation to any unconsolidated parcels.
- The site design should ensure that there is a buffer to screen the development from the DAAR and to include noise attenuation measures as may be determined appropriate.
- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design and open space amenities. Pedestrian connections to the abutting district (Tysons East), to Chain Bridge Road, and to Magarity Road should be provided.
- Building height is limited to a maximum of 45 feet (also, see Building Height guidance in the Areawide Urban Design Recommendations).

Subarea 3: McLean Commons

This subarea is comprised of about 12 acres and is located at the south corner of Anderson and Magarity Roads.

Base Plan

This portion of the McLean Commons is planned for and developed with residential use up to 20 dwelling units per acre. [The existing building height limit is 45 feet.](#)

Redevelopment Option

As an option, existing residential uses are appropriate to redevelop as residential use at 20-30 dwelling units per acre. Redevelopment under this option should be compatible with adjacent uses, and provide recreational facilities and other amenities for the residents. Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and should provide for the following.

- A compatible transition to the Pimmit Hills single-family neighborhood across Magarity Road, by screening and/or landscape buffering, and/or by designing structures to act as a harmonious transition.
- Public accessible open space and recreational uses should be considered on the area between Anderson Road and the Hunting Ridge subarea. This will provide a transition in scale from this area to Hunting Ridge, as well as provide recreational facilities to serve both subareas.
- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design amenities such as plazas, courtyards, landscaping, lighting and seating.
- Development proposals should show how the proposed development will be integrated with the abutting Tysons West District through providing the grid of streets and urban design amenities.
- Building height is limited to a maximum of 90 feet, except adjacent to Magarity Road which is limited to 45 feet (also, see the Building Height guidance in the Areawide Urban Design Recommendations).

Staff Alternative: [Delete the above redevelopment option, since this portion of the McLean Commons is not in close proximity to the Metro station and the retention of the existing development may preserve this area's affordable/workforce housing units.](#)

SOUTH MAGARITY SUBDISTRICT

Magarity South Neighborhoods are developed with residential use, except for the northernmost portion, which is the location of an elementary school and park.

Subarea 1: Westgate School and Park

This is developed and planned for public school and park uses. These facilities are Westgate Elementary School, Westgate Park and a portion of Scotts Run Park. Scotts Run Park is envisioned to become an open space amenity with improved access from the planned grid of streets and the provision of connecting sidewalks and trails (See the discussion of Parks and Open Space in the Areawide Environmental Stewardship Recommendations). Westgate Park should be redesigned to include an additional athletic field to meet the recreational needs of residents in the East Side District. This subarea could also be the location for one of the new school sites that will be required to serve new residential development at Tysons.

Subarea 2: South Residential Neighborhoods

This subarea is comprised of about 100 acres and is located south of West Park School between Magarity Road and the Beltway.

Base Plan

This subarea is planned for and developed with low-rise multifamily use up to 20 dwelling units per acre, except for the Regency and Encore high-rise apartments which are planned for and developed with multifamily use up to 30 dwelling units per acre.

Redevelopment Option

As an option, the low-rise multifamily uses are appropriate for redevelopment to single-family attached residential use at 8-12 dwelling units per acre or multi-family residential use at 20-30 dwelling units per acre. Redevelopment should include logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other parcels in conformance with the Plan.

Residential projects should provide for recreational and other amenities as well as support retail and service uses for the residents. Proposed redevelopment should be accompanied by the dedication of public or publicly accessible park land, and by the construction of recreational facilities, which include one or two athletic fields. In addition, creative approaches should be used to ensure provision of adequate recreational facilities. This may include indoor and rooftop facilities or those located above underground stormwater management facilities.

Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and should provide for the following:

- A compatible transition to the Pimmit Hills single-family neighborhood across Magarity Road, by screening, landscape buffering and/or through building design.
- For redevelopment near the Beltway, noise attenuation measures should be provided as determined appropriate by the County.
- Vehicular connections from Old Meadow Road to Magarity Road as well as other streets that create urban blocks consistent with guidance in the Urban Design and Transportation chapters of the Areawide Recommendations.

Staff Alternative: Replace the above development option which allows redevelopment of all garden multifamily to the current Plan's recommendation of only redeveloping the Dolley Madison apartments in order to improve the District's circulation and access.

As an option, the Dolley Madison apartments (Parcels 39-2((1)) 67, 67E, 67F and 72) are appropriate for redevelopment multi-family residential use at 20-30 dwelling units per acre, with logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Residential projects should create a viable living environment and provide for recreational and other amenities for the residents. Development proposals under this option should provide for the following:

- Vehicular connections from Old Meadow Road to Magarity Road;
- A compatible transition to the abutting residential uses including the single-family neighborhood across Magarity Road, by screening and/or landscape buffering, and by through building design; and
- In proximity to the Beltway, Noise attenuation measures as may be determined appropriate by the County.

Building heights in this subarea ranges from 45 feet to 150 feet, depending upon location, as [conceptually](#) shown on the building height map in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Magarity Road which has a maximum height of 45 feet. Height increases with distance from Magarity Road, with this area's maximum height of 150 feet limited to the existing Regency and Encore residential buildings, which are adjacent to the Capital Beltway. (See also the building height guidelines in the Areawide Urban Design Recommendations.)

A potential circulator alignment is shown on Old Meadow Road and extends across the Beltway (as described in the Transportation section of Area-wide recommendation). In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.



View from future urban neighborhood in the South Magarity Subdistrict

BELTWAY/ROUTE 7 SUBDISTRICT

The only portion of the East Side District that is developed with commercial use is the north and south quadrants of the Beltway/Route 7 Subdistrict. The North quadrant is entirely developed with office use and the South quadrant is developed with office use and a hotel.

The North quadrant is planned for and developed with office, support retail and service uses up to .85 FAR. As an option, the office building on parcel 39-2((1))62B may be appropriate for an expansion up to .90 FAR, if a development proposal provides for the following:

- Any expansion or alteration should maintain the existing buffer area and screening to avoid any visual impacts on the adjacent housing;
- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office buildings;
- A transportation analysis should be performed in conjunction with any development application, and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided;
- Any cellar space included in the expansion will not be used for office space or other peak hour traffic generating purposes.
- Building height does not exceed 125 feet (also, see Building Height Guidelines).

The South quadrant is to retain its existing character which provides a transition in scale to the neighborhood east of Tysons Corner. The office buildings and hotel adjacent to the Capital Beltway are planned and developed up to 1.0 FAR, and the office uses adjacent to George C. Marshall High School are planned and developed up to .50 FAR. Building heights range from 75 to 105 feet, depending upon location (see Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).